

THE AMERICAN

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LEGION

MAGAZINE

HOW FAR SHOULD WE GO WITH NUCLEAR POWER?

THE SORRY STATE OF
VIETNAM VETS' EDUCATION—
AND WHAT TO DO ABOUT IT

ANOTHER LOOK AT MIAMI BEACH

SHOULD RAIL PASSENGER SERVICE
BE EXPANDED WITH PUBLIC FUNDING?

HOW THEY BUILT THE ERIE CANAL

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LEGION

Magazine

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National Commander
Robert E. L. Eaton

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LEGION MEMBERSHIP'S CRAZY PATTERNS

SIR: It is most unusual, I think, for an organization's magazine to publish a detailed analysis of its weaknesses along with its strengths, as you did with "The Crazy Patterns of Legion Membership" in the March issue.

As you said, even though we need new members, 2.7 million of them are nothing to sneeze at.

Yet we do need more, and we need to be more active on behalf of important causes. The existing threats to veterans' care and the miserable education benefits for Vietnam vets are things to fight against with all the strength we can muster. So is the shabby treatment of low-income veterans who have their meager pensions

reduced whenever Social Security benefits increase.

I am certain that your analysis is right, that the Legion needs to form more posts in areas where there are precious few to serve large numbers of veterans. I have known cases where the local posts objected to the forming of a new post, and the state refused to charter it on the recommendation of the district.

We must turn this sort of thing around, and all work for the formation of new posts wherever we can find veterans to form them. This is how the high-membership states in the north central area of the country have done it. A map of those states, with red dots for every post, makes it look as if the map had measles. We need this saturation everywhere. *Franklin F. Ives, Philadelphia, Pa.*

VIET VETS' GI BILL

SIR: I am becoming outraged at the shabby educational benefits given to Vietnam veterans under their GI Bill. After WW2, every campus was dominated by veterans. Now, there are few campuses with as many as 20% veterans, while hordes of Vietnam vets

are jobless and unable to catch up with their peers who stayed home and went to college during the Vietnam conflict.

What's the matter with the Congress and the President? The best investment the nation can make is in education, yet we seem to be playing Scrooge with our new generation of veterans. *Thomas M. Smith, Indianapolis, Ind.*

Ed. Note: See pages 8 and 9 of this issue.

CORRECTION

SIR: In your article, "The Growing Foreign Ownership of American Business and Industry" (April), the statement that two British firms, J. Lyons and Cavenham Ltd., "fought it out to buy Beech-Nut baby food from Squibb," is not correct.

Baker Laboratories, Inc., of East Troy, Wis., a privately owned U.S.A. corporation, did in fact buy the Beech-Nut baby food business, and operates that business under the name of "Baker/Beech-Nut Corporation." J. Lyons bought the tea and coffee portions of the Beech-Nut business. Cavenham Ltd. did offer to buy the baby food business but retracted their offer during negotiations. *Andrew Cervelli, Secretary, Baker/Beech-Nut Corporation, New York, N.Y.*

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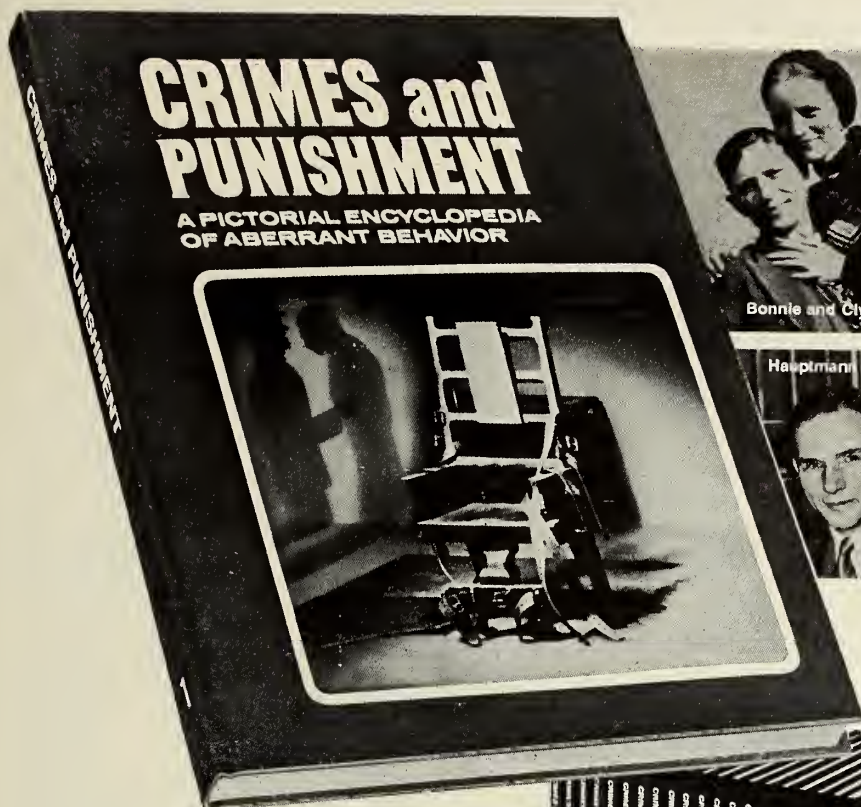
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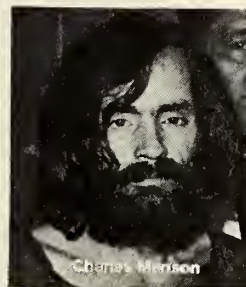
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How Far Should We Go

Equal consideration has not yet been given to clean solar power. Why?

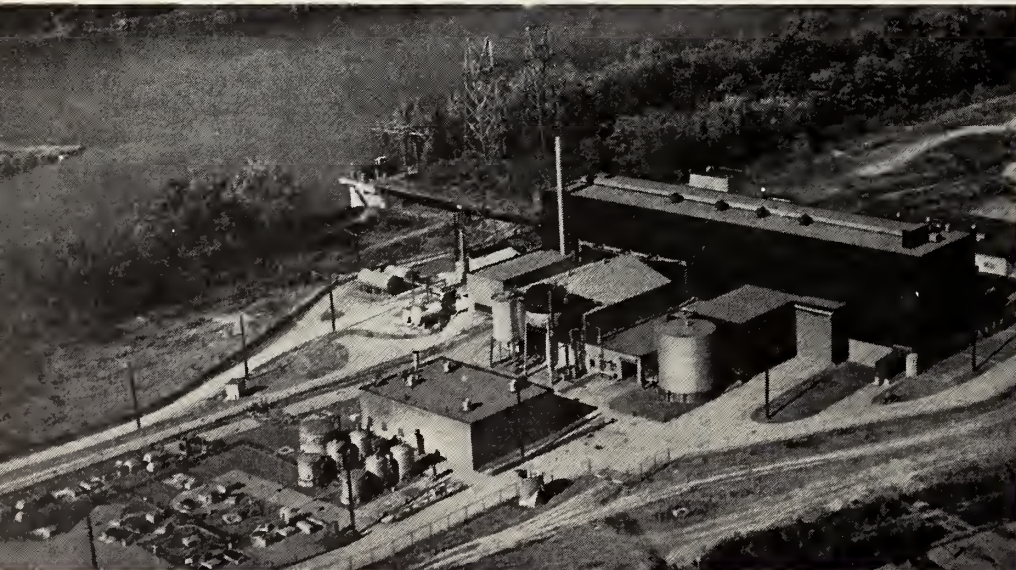
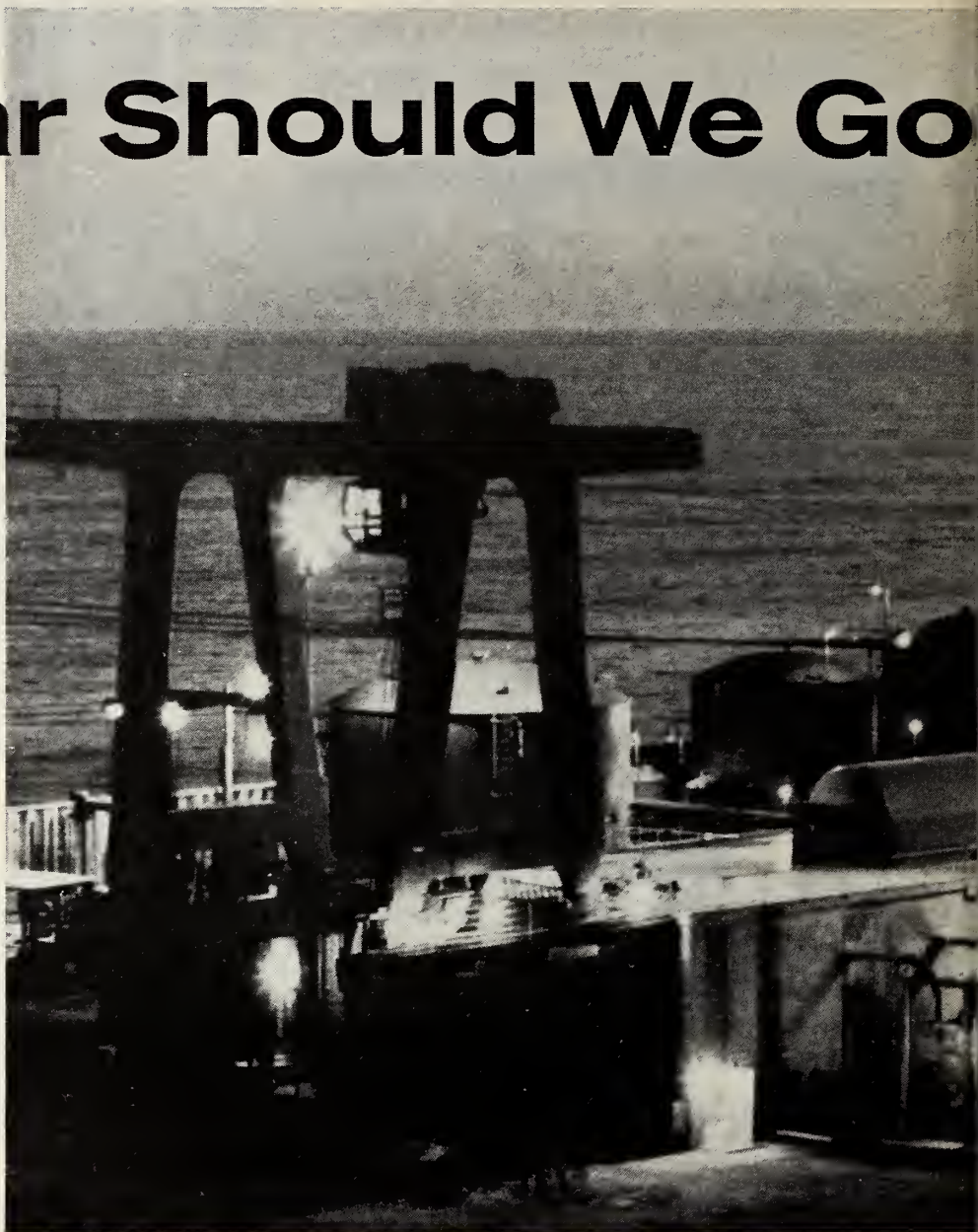
By HARVEY ARDMAN

THE TITLE OF this article is a good question. How far should we go with nuclear power as a source of electricity?

Few people who are knowledgeable about nuclear power outside of the Atomic Energy Commission feel that the question has been well answered. But we are being ever more deeply committed to the constant expansion of various forms of atomic energy as the eventual basis of most of our energy for electric power.

The unanswered questions are not simply the familiar excited and hostile ones raised by activists. Let one accept the current type of nuclear power plant as a good and necessary thing, as I do, and there still remains a host of questions about the kind of total reliance on nuclear power toward which we seem to be headed.

Over the next ten to 15 years, I believe we need more atomic power plants to ease our short-term demands on coal, oil and natural gas. Whether we need all 200 conventional nuclear plants to which we



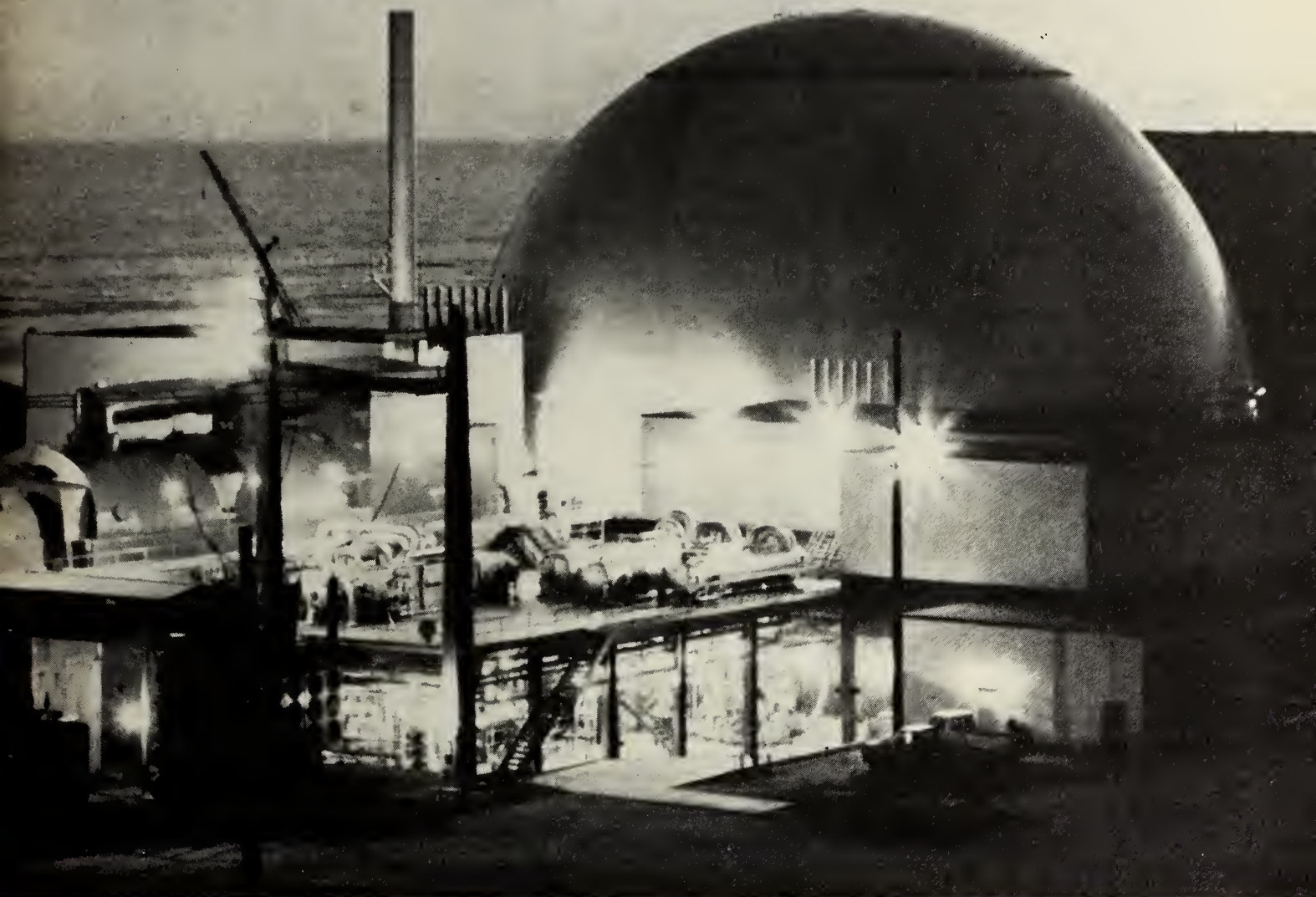
1957 saw first commercial nuclear electric power in U.S., produced by this Shippingport, Pa., plant near Pittsburgh. Forty larger versions now produce 5% of our electricity, 140 are envisioned by 1980, and 500 new breeder types within 26 years.

seem to be committed over the next decade or so at a cost of about \$100 billion is another question. A growing storm is gathering around them on the safety question, raised not simply by anti-nuclear activists but by the refusal of insurers to provide coverage for nuclear-accident risks.

Meanwhile, the growth of atomic power beyond the next decade is beset with enormous expense, unsolved problems and commitments that seem premature at least.

It is hard to believe that the same money spent on other energy sources—especially on various forms of solar power—would not give us much more satisfactory power with more assurance of abundance for all time, along with a total end to the pollution bugaboo—be it smoke pollution, heat pollution or radioactive wastes. In fact, we now have a large corps of top-

with Nuclear Power?



Southern California Edison's San Onofre nuclear power plant near President Nixon's San Clemente summer White House.

flight energy scientists who are convinced that for less money solar energy could give us all the power we will ever need and solve a host of other problems that are only multiplied by our present plans for the development of more atomic power.

Yet we are ever more deeply committed to atomic power over a very long haul, and are pouring billions into it while spending so little on what are probably better alternatives as to almost guarantee our failure to develop them.

At the rate set by a current proposal for federal research and development of solar power, made by the Atomic Energy Commission, it would take 130 years to spend on solar power development what the Atomic Energy Commission expects to spend before 1986 to develop a new kind of nuclear power plant.

The solar energy in sunshine, wind and water, etc., is clean, abundant and inexhaustible. Its use diminishes no natural resources. The cost of developing it to the point of commercial use is about a fifth the cost of a present project for developing a new type of nuclear power plant to the same stage. Yet the AEC recently recommended that of \$10 billion for a federal energy research program, solar energy should get 2¢ of each dollar, while 55¢ should go to the further development of nuclear power.

Sen. James Abourezk, of South Dakota, sees the possibility of something sinister or evasive in treating solar energy like a poor relative. In proposing to continue with a \$5.1 billion program to develop new "breeder reactors" for atomic power plants—hopefully to be ready by 1986—the Atomic Energy Commis-

sion recently reported to the President that there was no hope of solar energy becoming an alternative major source of commercial power in the foreseeable future.

There is probably not a responsible expert on solar power who agrees with that. In fact, at the time the AEC issued its dim view of the future of solar power, it had in hand a report of a panel of ten distinguished scientists, headed by Alfred J. Eggers, Jr., of the National Science Foundation, saying that for \$1 billion spent over five years starting in 1975, solar energy could start providing commercial power and heat by 1979, and steadily increase it thereafter.

It is almost impossible to read the Eggers Panel report without concluding that if we would make the same effort in solar power that we are making in nuclear power, six dif-

How Far Should We Go With Nuclear Power?

ferent forms of solar power could, together, match or better the performance of breeder reactors on an identical or faster time schedule—for less money, while avoiding the headaches not only of nuclear power but of the excessive burning of coal and oil.

Senator Abourezk entered the whole Eggers Panel report into the Congressional Record of April 1, 1974, as a part of remarks starting on page S4910 and continuing for 11 pages. He charged that the AEC had "suppressed" the report. It would be fairer to say, perhaps, that it hadn't advertised it, since its contents were not a total secret. The Eggers report noted that in 1972 a joint report of NASA and the National Science Foundation had also affirmed the feasibility of solar power as a major national energy source if we would get moving on it.

On the face of it, it is ridiculous for the AEC to be an authority on non-nuclear sources of power. It is unreasonable to expect an agency which must fight for a budget for nuclear power to take a balanced view of other sources of power. The investigation and development of them could threaten the AEC's plans and budget, if not its whole role in electric power in the long run. What the government needs is a Department of Energy, with atomic energy, solar energy, coal, oil and gas, etc., as subjects for sub-agencies within the larger department. None would then speak for the other, and the Department would speak for all. The Congress is presently considering the creation of both an energy development agency and a Department of Energy. On March 26, Senator Hubert Humphrey, speaking for himself and a group of co-sponsors, introduced a solar energy bill. It proposed an accelerated federal investment in solar energy development and the creation of a separate solar energy agency, with the proviso that it come under a larger energy agency if one is created.

David Rose, a professor of nuclear engineering at M.I.T., spelled out our total lack of a national energy policy in the January 1974 *Scientific American*. In the absence of a federal Department of Energy, he noted, the Congress and the President must depend for their most basic energy decisions on the advice of agencies such as the AEC, and on corporations, such as the oil and power companies



Our last serious try to develop windpower, the 1,250-kilowatt Grandpa's Knob wind generator to supplement the power of Rutland, Vt. It ran during WW2, but was finally crippled by imperfect wartime materials used. Other countries have done more.

—all of which have special, narrow interests in the energy field and control the key information.

There is presently not a single large, influential interest or impartial agency to speak for the development of wind power, power from sunshine, power from the heat in the oceans. If they are the ultimate answers to most of our energy problems, and they most certainly are, we should be pouring money into them.

A federal Department of Energy should steer us better. As it is, the government advisers on energy with the most influence may be anywhere from indifferent to solar energy in its various forms to opposed to it as a rival of their interests.

Be that as it may, in 1970, 1% of our electric power was nuclear. Now, in 1974, it is 5% (with 40 plants operating). For 1980, the projection is 20%, with 140 plants operating. To



Experimental 4-bedroom, full basement house at U. of Delaware gets 80% of its power, heat, air-conditioning from sunshine on roof, front walls. Part is converted directly

to electricity, with a reserve stored in batteries. Part is stored as heat in 6-foot cube of special salts, withdrawn as needed. All such designs are still in their infancy.

at least some of this I say, amen. In the short haul we need them. Our lack of energy foresight and policy has us in a bind from which we can be bailed out part way by a ten-to 15-year expansion of conventional nuclear power plants.

But the projection of atomic electric power plants continues on indefinitely. We are heading toward 45% of our electricity being produced by nuclear plants by 1990, 60% by the year 2000, and at some future date (highly speculative) close to 100%.

As this growth proceeds, a shift is expected from our present so-called light-water reactors to breeder reactors. Though simpler than other designs in many respects, the so-called "light-water" reactors we now use are the most extravagant consumers of uranium, while breeders make the best use of fuel, by a long shot.

As noted, the AEC is running up an estimated \$5.1 billion in costs to develop breeders for power plants. Present estimates put the appearance of the first commercial breeder power operations some 12 years away.

But it may be that we will have no compelling need for their fuel economy, that we will not satisfactorily

overcome their heat and plutonium waste problems, and that they will be so expensive to operate in any case that power companies won't want to pay for their energy. Some \$90 million of federal funds have been tentatively allocated as subsidy to get local power companies to tie into the first-generation breeder plant at Oak Ridge, Tenn., when and if it is ready to produce.

The history of breeders is hardly encouraging. Small-scale breeders are old hat. Only a small proportion of natural uranium will react in light-water atomic generators. But, as breeders produce power, they also convert a supply of uranium to fissionable plutonium, multiplying by about 35 times the usable content of each pound of natural fuel (chiefly uranium and thorium).

In the belief that our supply of uranium could not stretch much beyond the year 2000 unless we used breeders, work began on large-scale models to produce power long ago.

A guinea-pig breeder plant to produce limited power for Detroit was built in the 1960's. In 1966, it suffered a melt-down, due apparently to some workman's carelessness rather than to any inherent fault. It was out

of business almost from the start. By then, unsolved breeder problems (breeders produce much more heat than other designs) were evident—and the Detroit plant was never fueled up again. It was back to the drawing board, and the earliest that a successfully tested trial plant is now envisioned is about 1986.

There is no certainty of this. Breeders have simply turned out to be far more difficult to design for economical electric generation than anyone had imagined. The problem of plutonium waste products may be solved, but it isn't cheering. The stuff only loses half its radioactivity in 24,000 years. Breeders would both use and manufacture plutonium, which is about as potent and poisonous a radioactive substance as you can find. Transportation of plutonium is exceedingly dangerous, and it could be vulnerable to high-jacking and blackmailing in the wrong, expert hands.

The AEC is well aware of this. It is entertaining the idea of crowding breeder power plants close together to minimize the transportation of plutonium. If we proceed to build breeders in line with AEC plans, we'll have

(Continued on page 42)

THE SORRY STATE OF VIETNAM VETS' EDUCATION— AND WHAT TO DO ABOUT IT

By **ROBERT E. L. EATON**

National Commander,
The American Legion

IN RECENT months, newspapers and TV stations have begun to make the public more aware of the plight of thousands of Vietnam veterans in attempting to go to college under their GI Bill.

Many of them (typically those most in need of help) cannot go to school at all.

Their GI Bill benefits, which are far short of the WW2 benefits in the education they can buy, are too meagre for them to make out.

Each Vietnam vet who wants to go to school on his GI benefits but can't represents a failure of the program, but a windfall for the government.

Last year, the Vietnam GI Bill benefits for a full-time, single, college student came to \$220 a month or about \$55 a week—known as a subsistence allowance. For a normal nine-month college program, this came to \$1,980. For each Vietnam veteran who could see no way to pay for his tuition, books, college fees, room, board and transportation on \$55 a week for nine months, Uncle Sam simply saved himself the whole \$1,980, while the Vietnam vet got no allowance and no education.

The chief difference between the WW2 GI Bill education program and the Vietnam benefits is that in addition to a subsistence allowance, the WW2 veteran got up to \$500 toward his tuition, books, etc. In those days, this covered the entire cost of tuition and books at most colleges.

The American Legion estimates that a similar allowance, not to exceed the actual cost of tuition, fees, books, etc., and with a ceiling of \$1,000, would serve fairly well under today's soaring education costs.

But Vietnam veterans get no such allowance at all. Their subsistence allowance is their entire GI benefit. If they can't pay for their tuition, books, fees, etc. out of their \$55 a week "subsistence" they can forget about school unless they have ample means from other sources.

The average cost for books and miscellaneous fees at most colleges

today is put at about \$216, or just about one month's Vietnam GI "subsistence." Tuition fees range all up and down the scale, and are going up. In some state universities, tuition is free for veterans of that state, which is a real break for as many resident veterans as they'll accept. In others, it is as high as \$890 for residents and \$1,000 or more for non-residents. Private colleges and universities may charge up to \$5,000 or more with no break for state residents. Some purely technical schools below college level charge over \$2,000 in tuition. Tuition in the neighborhood of \$700, which is quite common and due for a further raise next fall, would take every cent of 13 weeks subsistence allowance.

Small wonder that TV stations

up for its inadequacy, or whose parents can afford them substantial help, or who have been able to qualify for substantial scholarships or loans, or who are lucky enough to live in those states with the most progressive state university programs for their young citizens.

State aid seems to account for a large percentage of college attendance by Vietnam veterans for which the federal government has tended to credit the Vietnam veteran's GI benefits. California, with an excellent state university program, seems to have a veteran enrollment of about 37%. Vermont, whose state program is no match for California's, shows about 14.2% veteran enrollment. West Virginia, Indiana and quite a few others don't show a great deal



Nat'l Commander Eaton, right, as he conferred on April 9 with Senate Veterans Affairs Committee Chairman Vance Hartke, left, on Viet vets' education problems.

have had little trouble finding Vietnam veterans to put on the air to make cynical remarks in the order of: "Yeah, I could make it to college if I didn't eat, and slept in the gutter."

Nevertheless, the program has worked "well" enough to permit a large number of rosy statements from government sources citing its "success." Large numbers of Vietnam veterans have been able to use their GI benefits. But citing the raw numbers hides the discrimination against the neediest veterans that is built into the meagreness of the Vietnam education program to date.

The \$55 a week has been of great value to those veterans who have enough money of their own to make

more. This situation has been continuous since the first substantial number of Vietnam veterans began to be discharged nearly ten years ago.

Many borderline Vietnam veterans (financially) are going to college but can hardly be considered a success for the GI program. They have made it by shopping around for the cheapest course in the cheapest college, often abandoning the course of study they preferred because it wasn't offered in the schools they could afford to attend. Any WW2 vet who was accepted for admission could have made it to Harvard Business School financially, in 1946, granted he would take the usual student jobs if he was personally on his uppers. His GI Bill

was sufficient to scratch through somehow. This is impossible for a Vietnam veteran if his chief asset is his GI benefits.

The worst situation by far, however, is the plight of the Vietnam veteran without other resources, who simply cannot go to school at all.

It is remarkable that a nation which expresses a great concern for the needy has for years gone along with a GI education program whose workings favor those veterans with the most means and deny any benefits at all for those with the least.

I am hopeful that the sudden interest of the news media will help push forward a speedy reform. The Legion has been seeking improvement for some years but without much support from other segments of the public. Two years ago the Harris poll took an interest. It reported, after a survey, that 59% of Vietnam veterans didn't apply for GI school benefits, and as many as 83% of these indicated that there was no point in applying because there was no way they could afford college even with their GI benefits.

The media have as yet largely failed to pinpoint where the trouble has been or what the remedy is. Some TV programs have done an excellent job of portraying the plight of the veterans, but have then explained that it was the fault of the public, of the viewers, of you and me, because we just had too little sympathy for Vietnam veterans and were "turned off" on their war.

The nub of the problem is quite simple. Vietnam veterans need a tuition and book allowance on top of their subsistence payments. The TV viewers never did anything to prevent it. Only the Congress and the President can provide it. Neither President Johnson nor President Nixon ever gave Administration support for GI tuition and book allowances. News programs sometimes blame the Veterans Administration. The VA has consistently opposed tuition payments while issuing statistics about the success of the present benefits. It does this as an arm of an Administration which is opposed to tuition aid. But the VA cannot grant tuition allowances until the Congress enacts authorization, and if it does, the VA then must pay the allowances. The Congress has never approved tuition allowances and has rejected the appeals of Vietnam students and the Legion, working together.

Not until the 7th of April of this year have I seen any of the media indicate where the center of resistance has been in Congress. On that

day, William Greider reported in the Washington Post that Rep. Olin E. Teague, of Texas, has opposed veterans' tuition allowances since 1950 when, as a young member of the House Veterans Affairs Committee, he led an investigation of the rackets which colleges, universities and their faculties made of the tuition and book allowances granted WW2 veterans.

This is an old story to the Legion. Rep. Teague rose to be Chairman of the House Veterans Affairs Committee, and held the chairmanship until quite recently, when he voluntarily left it to head a different committee. During his years he did a great deal for veterans, but he became a stone wall of opposition to tuition allowances for Vietnam veterans. In his powerful position he refused to report out any bill authorizing them.

In 1971, Gil Moody, the state Legion Commander in Rep. Teague's own state of Texas, wrote him beseeching him to report out some kind of tuition payment to Vietnam veterans. The answer was a flat no, because the colleges had cheated the government after WW2 by abusing the tuition allowance as it was then administered.

In 1972, when Legion National Commander John Geiger was trying desperately to get tuition payments authorized, the Legion's Director of Rehabilitation and Veterans Affairs, Edward Golembieski, advised in a letter of Jan. 2, that there was almost no point of the Legion even putting in a tuition bill "in view of the Chairman's adamant opposition." We did put it in, and, as predicted, it was never reported out.

What we were able to get was a gradual increase in the subsistence allowance to the \$55 a week in effect last year. The House of Representatives has recently approved a 13% increase for next year, bringing the

weekly allowance for a single, full-time student to about \$62. Though any increase would help, this would hardly solve the problem. In fact, its chief effect would be to keep the present situation from getting worse in the face of mounting educational costs, every aspect of which is rising faster than the cost of living.

It is ironical to think that it was the sins of the colleges and universities a generation ago which have been invoked to deny an education to the Vietnam veterans who need help the most—and not the nature of the Vietnam war, as many have said.

It is entirely possible for Congress to devise a program granting tuition which the colleges could not so easily abuse, and I am happy to report that the Senate Veterans Affairs Committee is now considering several bills to provide a tuition allowance to Vietnam vets. I had the pleasure on April 9 of discussing it in person with the Chairman, Sen. Vance Hartke of Indiana, and the next day our representatives testified before a Senate sub-committee, offering our recommendation that a tuition allowance of up to \$1,000, but not to exceed the actual cost, should be authorized.

Since there is no such provision in the House bill—while the President and the Veterans Administration actively oppose tuition—I hope that the public will now get in the act and write vigorous letters to their Representatives and Senators to support such a measure. I hope the media will keep it up, too, and will do more to spell out what their audiences can do to help. It isn't very hard to do. Demand reasonable tuition and book allowances for Vietnam veterans, so that the neediest veterans can benefit as much as those with more ample resources.

END



1971 scene in Denver as Legion joined Nat'l Guard and others to try to get jobs for Viet vets who might have been in school under a WW2-type of GI Bill.

How They Built the Erie Canal

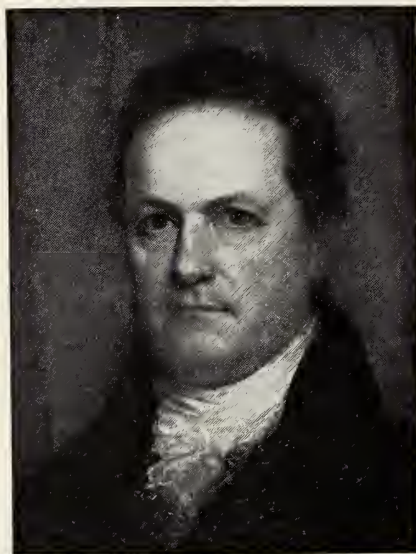
To open the West, farmers and immigrants dug a 363-mile ditch under "engineers" who felt their way.

By **LYNWOOD MARK RHODES**

To build a canal in 1817 connecting the Hudson River at Albany with Lake Erie at Buffalo—a span of 363 miles—was as momentous an undertaking as going to the moon in the 1960's. In some ways it was a greater challenge, since we lacked the supplies, the knowledge, the manpower, the equipment, some of the raw materials and the engineers. Each challenge was met only after work on the canal was under way.

The results of building the Erie Canal were immeasurable. It opened the West to large-scale east-west commerce and passenger traffic in a roadless, railless era. It guaranteed the supremacy of New York City as the largest port and commercial capital of the country.

In its time, the Erie Canal was the greatest engineering feat ever known in America. The chief tools were picks, shovels and the muscle of a working force which was virtually immobilized at one point by malaria. A great deal of the work was let out to farmers along the route. In a nation of farmers and tradesmen, every



Painting of N.Y. Gov. Dewitt Clinton, by John W. Jarvis, now in the National Art Gallery, Washington. Canal was his baby.

man was his own engineer. The only engineering school in the land was the U.S. Military Academy at West Point, which had been charged in 1802 with teaching cadets to create the budding Army Corps of Engineers.



The chief engineer of the Erie canal was Benjamin Wright, an Oneida county judge who'd been interested in canals for 25 years and who was also a competent surveyor. He was assisted by James Geddes and Charles Broadhead, whose qualifications were similar. No plans were drawn for the canal—Wright had them in his head. After the canal had been started, a

CULVER PICTURES



Route of the original Erie Canal in 1817, 363 miles from the Hudson to Lake Erie at Buffalo.



DRAWING BY STEVEN KIDD

The great Montezuma swamp west of Syracuse was the toughest hurdle for laborers. Nearly a thousand died of malaria there.

stretch was filled with water and it leaked. When it came time to plan the locks, it was discovered that cement would be needed. There was none in America. Rivers and creeks ran directly across the path of the canal. At the western end its route faced the 1,100-foot Niagara Escarpment—through which the Niagara River tumbles from Lake Erie to Lake Ontario. This obstacle was almost twice as high as the 565 feet the canal had to rise from the level of the Hudson to that of Lake Erie. When the project began, it wasn't clear how the rivers would be crossed or how the Niagara obstacle would be surmounted.

Nevertheless, New York Governor DeWitt Clinton was determined that the canal should proceed. Clinton had three things going for him—he combined guts with the qualities of a shrewd politician and a visionary. He dinned it into the New York legislature and all of the business heads of New York State that when the early trickle of western commerce floated down the Great Lakes to Buffalo and was wagoned around Niagara to Lake Ontario, it was proceeding down the St. Lawrence to Montreal, and thence to Europe. This commerce

would grow forever, he warned, yet it could easily be enticed away from the Canadian winter ices and the overland haul around Niagara if a canal should provide an easier, cheaper, all-water route through New York to Albany and thence down the Hudson to New York City.

This was extremely persuasive. But the appraisal offered by Benjamin Wright, after surveying the route for the N.Y. Joint Commission on Canals, was frightening for those times.

There were less than a dozen canals in the young republic. The longest was the 27-mile Middlesex canal between Boston harbor and the Merrimack River. The Middlesex took nine years to build and cost Massachusetts a cool million dollars—more like a billion in today's money. Wright and Clinton were talking about 363 miles and a \$5 million price tag. Some legislators said that Clinton and his Commission were "exalted in the head," or just plain nuts. The \$5 million was staggering, yet seemed a gross underestimate—for the Erie would be nearly 14 times as long as the Middlesex and quite possibly more expensive per mile. It ought to cost more than \$14 million in 1817 money.

Nevertheless, Clinton said it wouldn't and the commercial promise of the canal carried the day. On April 15, 1817, the state assembly passed the canal bill by 64 to 36, and before sunset the state senate approved it by 18 to 9. It was by far the biggest and costliest public project yet undertaken in the United States. One lawmaker called it "a monument to folly that will mortgage us forever," but Clinton promptly promised that it

PHOTO RESEARCHERS



1967 photo marks unused stretch of original canal still holding water.



Air view of the modern N.Y. State Barge Canal near New London, N.Y. with a piece of the old Erie Canal still connected with the new canal, at left.

CONTINUED

The Erie Canal

would be finished in less than ten years—or as fast as the Middlesex had been built. Cynics called it “Clinton’s Ditch” and Wright was astonished at the timetable the governor had “volunteered” for him.

Bids went out for excavating the channel before the end of April and the first contracts were awarded in May. From a canal basin at Albany, where boats would enter the Hudson, the proposed channel—40 feet wide at the surface, 28 at the bottom, and four feet deep—pointed northward a few miles to Troy, then struck out westward up the Mohawk Valley for Schenectady, Amsterdam, Canajoharie, Little Falls, Herkimer, Utica, Rome, Syracuse, the Montezuma marshes, Lyons and Rochester before finally terminating at Buffalo. To overcome the 565-foot difference in level between the Hudson and Lake Erie would require 83 locks, each 90 feet long and 15 feet wide—27 of them in the first 15 miles just to get around Cohoes Falls. The canal could

simply mingle its waters with many smaller streams, letting them flow in one side and out the other, while borrowing such water from them as might be needed. But it would have to bridge larger rivers 18 times, to cross them in masonry aqueducts the way modern freeways bridge other highways. The Niagara problem would be faced when necessary.

Clinton and his supporters wanted as much ditch as they could get as fast as possible. They were of no mind to let the legislature and the public get cold feet while locks and aqueducts were slowly being constructed. So they began to dig close to the middle, where the going was easiest.

On July 4, 1817, contractor John Richardson ceremoniously broke the first ground at Rome, N.Y., while cannon boomed and a cornet band played. Rome was about mid-point of the Long Level, one of the two soft-earth stretches, each about 62 miles long, which needed no locks or extensive cutting through rock. With a little bit of luck, Clinton knew he would have something to show the voters by year’s end.

Many of the contractors were local farmers who hoped to improve their slack season by excavating a portion of the canal. The idea was to spread the work—always good politics. Some contracts were let for sections as short as a quarter of a mile. “While my contract may not make me a millionaire-man,” one Rome farmer noted, “I look to touch a pretty profit on it.”

The state paid ten cents (sometimes more, sometimes less, depending on the terrain and the obstacles along the way) for every cubic yard of earth excavated—which meant that one could earn roughly \$3,000 for finishing a mile of canal. He furnished his own tools and hired his own labor, but farm hands jumped at the chance to work “on the line” for \$8 per month, maybe as high as \$12 for an extra muscular shovel-slinger. To country boys used to being paid \$10 a month in anything but cash for farm work, the very thought of digging a ditch for real money was mind-boggling.

Fifteen miles of canal with a tow-path ten feet wide and retaining banks, called “berms,” were done when an early winter halted work in October. This wasn’t bad, considering that nobody on the job knew much about canal building. But it meant that 30 miles a year (beginning in April instead of July) was par for the course for the easiest construction.

If it were all that easy it would take 12 years to finish the job. Add lock and aqueduct construction plus digging in more difficult terrain ahead, and Clinton’s Ditch would never be ready in “less than ten years.” It was obvious that more workers and more experience were needed to finish the job on schedule. Wright sent 26-year-old Canvass White to Britain to study English canal techniques, especially lock construction. He’d noticed that White, a surveyor from Oneida County, had a flair for things mechanical. It was one of the wisest decisions he ever made.

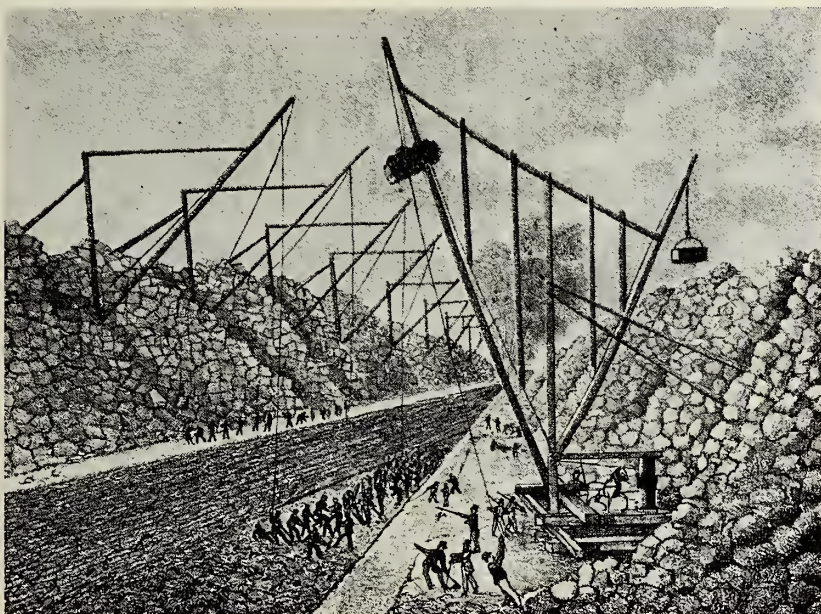
A potato famine in Ireland solved the labor problem. Rich Irish contractors of Tammany Hall brought over hordes of penniless, half-starved young Irishmen. As indentured men, they paid for their passage by putting their sweat and muscle into the Erie in the spring of 1818—for 50¢ a day plus board and lodging.

“Mohawks and Senecas we have survived,” a Rome housewife told her diary, “but these strange people look fitter for crime than for honest work. I mis-doubt that we shall find ourselves murdered in our beds one fine morning.” The newcomers probably



DAVID FLOWDON PHOTO

Aqueduct that carried the Erie over Schoharie Creek as it looks today, one of many that bridged other waterways.



THE BETTMANN ARCHIVE

Construction near Lockport in the 1820's, where canal had to mount the Niagara Escarpment (left), and (right) a modern view at Lockport. One tier of five old locks remains as a relic. The other is replaced by two modern locks, dimly seen.



PHOTO RESEARCHERS

ern view at Lockport. One tier of five old locks remains as a relic. The other is replaced by two modern locks, dimly seen.

CONTINUED

The Erie Canal

did look strange to American eyes. Their speech certainly sounded strange to American ears, but edgy farmers soon put their shotguns away. It was the immigrants who were scared. Owl and wildcat music echoing from the woods—"the devil's own choir," some said—kept them awake at night and the story goes that the whole lot almost deserted when the first snake wiggled into camp. "The ould sod" this wasn't.

Work in 1818 proceeded in both directions, one crew aiming east from Syracuse while another dug west from Frankfurt. Sunrise to sunset, six days a week, dirt flew and berms rose out of the ground as 3,000 sweating, cursing men narrowed the gap during the long, hot summer. More and more New Yorkers left their farms and flocked to the canal, eager for some of the hard cash. Unknowingly, they brought along the one thing that the Erie needed most and money couldn't buy—a priceless quality called Yankee ingenuity.

Instead of grubbing out underbrush, some forgotten genius attached a horizontal cutting blade to a plowshare so he could dig and shear at the same time. Another man attached one end of a cable high on a tree and the other end to a roller turned by a crank and an endless screw. This arrangement provided such tremendous leverage that he could topple over a tree of almost any

size single-handed. John Brainard, of Rome, even invented a new wheelbarrow. Unlike the long-popular, square-sided box that Leonardo da Vinci first dreamed up centuries before, his had bottom and sides made from a single board bent to a semicircular shape, which made it lighter and far easier to handle. Farmers near Syracuse tinkered with a device called a stump-puller—two huge wheels connected by a 30-foot-long axle with a third wheel spoked into the axle's middle. They firmly braced the big wheels, wrapped a rope around the middle one to produce an eight-fold gain in power, and hooked the stump to it with a heavy chain. A team of husky horses tugged at the rope and "yanked the stump out as neatly as a dentist pulls a tooth." Seven men and two horses could grub up 30 to 40 stumps with it a day.

All but five miles of the Long Level were ready for water when the ground froze in December. Fifty-seven miles had been dug in two years. Shortly before closing for the year, Wright let in water to test a short stretch of the canal. It leaked. Four feet of water pressure was simply too much for the dirt berms no matter how well-packed and tramped. Fortunately, Canvass White had returned from England that fall after hiking 2,000 miles of British towpaths. British engineers prevented seepage by lining berms with clay, he reported, and there was plenty of clay along the Erie, especially a variety called "the blue mud of the mea-

dows." Doubting workmen slapped some of the muck over the gaping holes, wiped their sticky hands on their breeches, stepped back—and blinked in amazement. Word quickly went up and down the line. Layer the inner sides of the crumbling embankment with blue mud. It made a perfect seepage-stopper.

"But what about the locks?" Wright asked. If built of wood, they would rot away in a few years. Canvass White agreed. The English, he said, used stone blocks sealed with hydraulic cement, which is the ordinary Portland cement from which we make most of our concrete today. Wright's staff blanched at the suggestion. There was no such cement in America. All of it came from England, an expense beyond the Erie's budget. They reluctantly decided to construct the locks of stone, putting the blocks together with common quicklime mortar and merely "pointing up" the joints with the costly imported cement.

Canvass shuddered at holding water under pressure with mortar. Maybe, he said, he might find a deposit of trass—a volcanic pumice that was the principal ingredient of hydraulic cement—somewhere in New York State. He scoured the countryside that winter poking here and digging there. No luck. Nothing but ice, dirt and more dirt. He was about to quit when he fingered a gray substance near Chittenango, a village on the canal line. He roasted a handful of it that night, pulverized it, mixed it

THE BETTMANN ARCHIVE



George Pullman experienced the sleeping quarters on Erie boats, and refined the plan to develop the railway Pullman car.



A view of the Erie as it cut through a bluff near Little Falls, N.Y. The diggers first hit solid rock here, but cut through with Du Pont's new blasting powder.

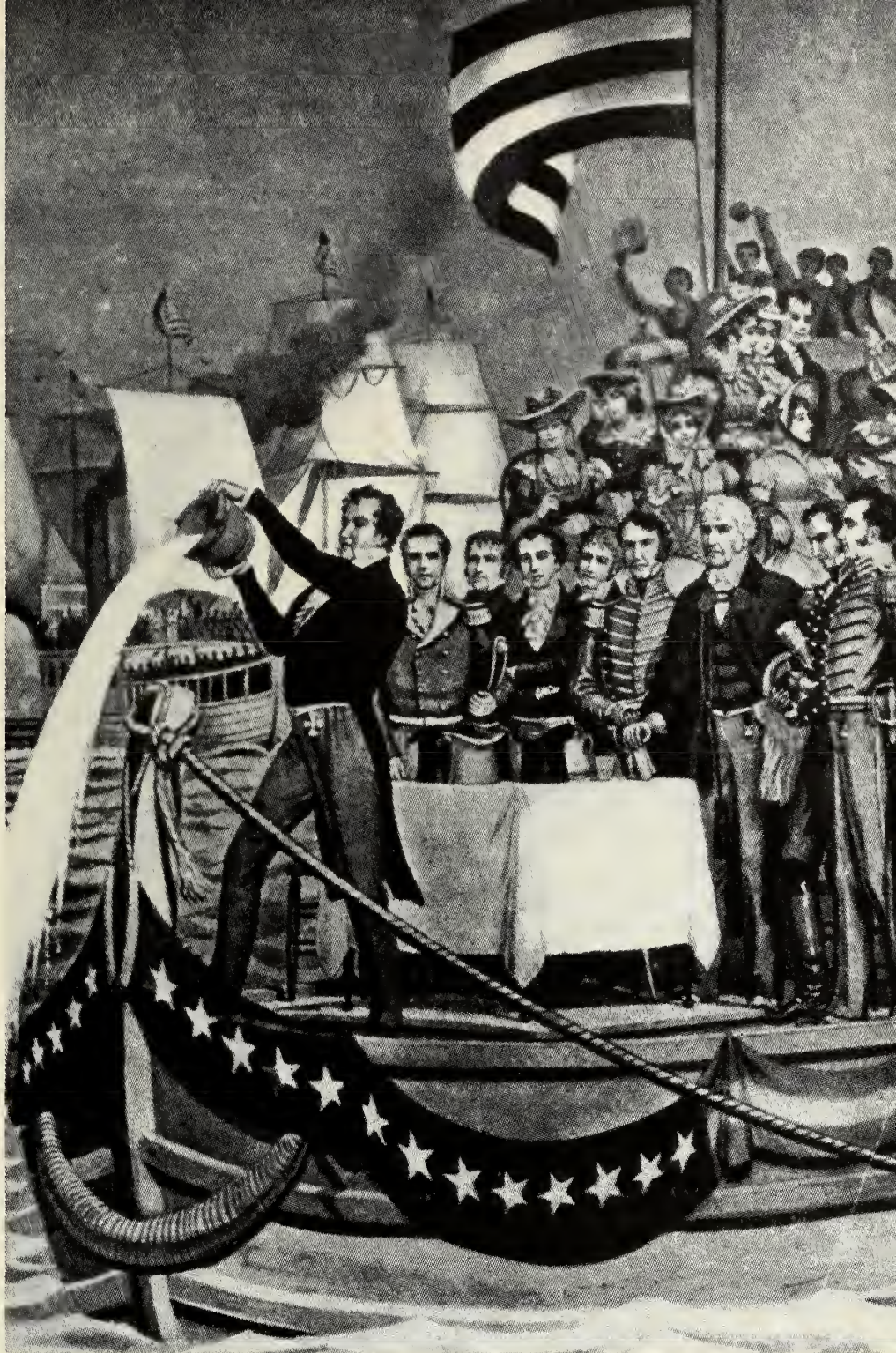
with sand, formed it into a ball, and put it in a bucket of water. It was solid as a rock the next morning. The "genius of the Erie Canal," as historians later pegged him, had just made the first hydraulic cement in America.

Good fortune turned sour in 1819 when Irish workers tackled the Montezuma swamp west of Syracuse. Its smell was enough to turn a man's stomach, but the workmen shucked their pants and, "wearing naught but a flannel shirt and a slouch hat" as shields against the boiling summer sun, plodded into the knee-deep muck. They scooped it out, drove long spikes down through the mire to firm ground, nailed planks alongside the stakes to make a sort of retaining wall, and built up berms with heavy dirt carted from Syracuse. A jiggerman waded by every hour with a tot of whiskey to keep them going—and to ease the pain of ungluing the leeches that sucked at their swelling legs. The nicknames they gave the worst stretches said it all—Digger's Misery, Breakback Bog, Bottomless Pit, Mud-turtles' Delight. Still, Wright believed they would cross the 11-mile-wide swamp by fall.

The Cayuga Indians knew better. "When the black moschetto stands so upon the wall," a Cayuga warned Canvass, bunching his fingers to make his palm stand like a mosquito on long legs, "men will shake and burn and die." No one paid much attention to the prediction until July when the grubbers abruptly dropped their tools and lurched back to the bunkhouses, retching and swatting "clouds of mosquitoes as thick as maggots on a cow's carcass" as they went. Over 1,000 feverish laborers died of malaria in August. Ads soon filled the newspapers: "MEN WANTED at once for the Cayuga marshes. Top pay, no wet feet, no disease." And no takers. "Whiskey every night if you get the shakes," an Albany contractor promised prospective diggers. "And a pine box in the morning," a hollow voice replied.

Critics jeered that the "Governor's Gutter" was sunk forever in the ooze and slime of Montezuma. But in late September, as suddenly as it began, the sickness ended. Bleary-eyed workers picked up their shovels again. Little did they realize that cold weather froze out the malaria-carrying *Anopheles* mosquito. They were just thankful to be alive in the wake of the "Montezuma shakes." In spite of all the common-sense evidence, it was nearly a century before mosquitoes were recognized as the carriers of the disease.

Clinton resorted to a bit of showmanship to dispel rumors that the Erie had suffered a serious setback. On October 22, 1819, sluice gates opened and water poured into the



CULVER PICTURES

Gov. Clinton dumped kegs of Lake Erie water into New York Harbor as a grand celebration greeted the first contingent of boats to traverse the whole canal.

channel between Rome and Utica. A gaily decorated boat, aptly named *Chief Engineer of Rome* in Wright's honor and towed by a single horse, "sailed" down to Utica that afternoon in four hours and back up to Rome the next—without once scraping bottom. The Erie was becoming a reality after all.

Laborers finished the swamp-crossing in 1820 before the mosquitoes swarmed. Work then started on both the eastern and western sections. Nothing seemed too daring now. At Little Falls, slabs of solid rock blocked

the route. Wright figured chiseling would take three years, but the cream of the work force blew out a channel in less than three months using a new explosive called DuPont's Blasting Powder. It was only a crude forerunner of dynamite, perfected by Alfred Nobel more than 40 years later, but it served. "We went through that rock like mice through a cheese," a proud blaster announced. In its lowest 30 miles, between Schenectady and Albany, the canal made its most precipitous plunge, a dive of 218 feet.

(Continued on page 38)

Suburban Wildlife

The resident of the suburbs may complain about the 'coons raiding his garbage, an occasional skunk odor, or the bullfrogs keeping him awake at night with their chunking. But he should appreciate, report the naturalists, that if he's really interested in the outdoors, he's surrounded by wildlife that is often beneficial even though sometimes pesty.

The raccoon is one of our most beautiful and intelligent animals. As campers know, it can even open a pack zipper. Its main diet is not garbage but frogs, insects and mice, each of which it washes carefully before eating.

You won't smell a skunk unless it has sprayed and it won't attack you unprovoked. If careful, you can observe it closely. But watch that tail! If it lifts, that's a danger signal. It can spray nine feet from two glands, firing one at a time or simultaneously. Then you are in trouble. It's a master of chemical warfare. But scientists extract its oily, yellow fluid, refine it to remove the odor, then use it as a base for expensive perfumes. It ordinarily feeds on frogs, mice and carrion.

Squirrels bury nuts and seeds, then forget where they hide them, thus planting our oak, maple, chestnut and hickory trees. Red squirrels plant the cone seeds of pine and spruce trees. Black marks against them: they sometimes raid bird's nests and get into attics.

You probably will never see the mink-like weasel; it's too clever at keeping out of sight. But it's there. Scientists say that if it weren't for weasels, mice and rats might overrun the earth! They will raid chicken coops on occasion, however.

The box turtle, identified by its ability to draw in its head, legs and tail, makes a good house pet. Feed it worms, hamburger, plenty of water. And it needs lots of sun. Snapping turtles live in the water and eat more vegetation and insects than game fish. The brightly colored garter snakes are harmless, eat frogs, toads, worms and insects. So is the big black snake which is a constrictor. Encourage it to stay around. It can kill a poisonous rattler in seconds.

Even the almost sightless mole is a valuable animal, though it may tunnel your lawn. Its underground runways drain wet soil, irrigate the subsoil. And it moves the subsoil to the top with rotting vegetation, creating valuable loam. Earthworms are not only good fish bait, they're nature's plowmen. Darwin estimated that on a one-acre lot 50,000 earthworms will deposit 15 tons of subsoil a year, 3 inches in 20 years. Bees are most important; they pollinate the flowers. Ladybugs are the gardener's friends; they devour the plant-eating aphids, especially on your rose bushes. Butterflies and moths are nature's most beautiful creatures. Examine one under a hand lens; each scale on its wings is a colored jewel.

Even crows aren't all bad. They clean up dead animals and carrion. The woodpecker drills a small hole with its beak, then removes the tree-eating grub with its long tongue. And the beautiful kingfisher doesn't eat all our game fish. Its diet is mostly harmful or useless minnows. The jaunty sharp-eyed blue jay prefers acorns and insects.

Mosquitoes and black flies? Not much good can be said about them.

Except that they help keep our lives from becoming monotonous. But a good bug repellent will discourage them.

PLASTIC squeeze bottles are handy for carrying liquids on a camping trip but after you've filled them, advises E. Merriam of Chicago, Ill., compress the sides slightly before putting on the top. This creates a suction that makes them leakproof.

TAKE a rubber or plastic kitchen glove with you on your next outdoor trip, recommends Miss Lola Dorragh of Elkhorn, Wis. You might need an ice bag for a bruise, cut, insect bite or sprain. Then just fill the glove with cracked ice, or cold stream water, and close it at the wrist with a rubber band or piece of fishing line.

WHEN your dog gets into a burr patch and the burrs catch in his hair, they're easy to remove. R. Miller of Lansing, Mich. uses an old table fork, first bending its tines straight. It plucks out the burrs easily and quickly.

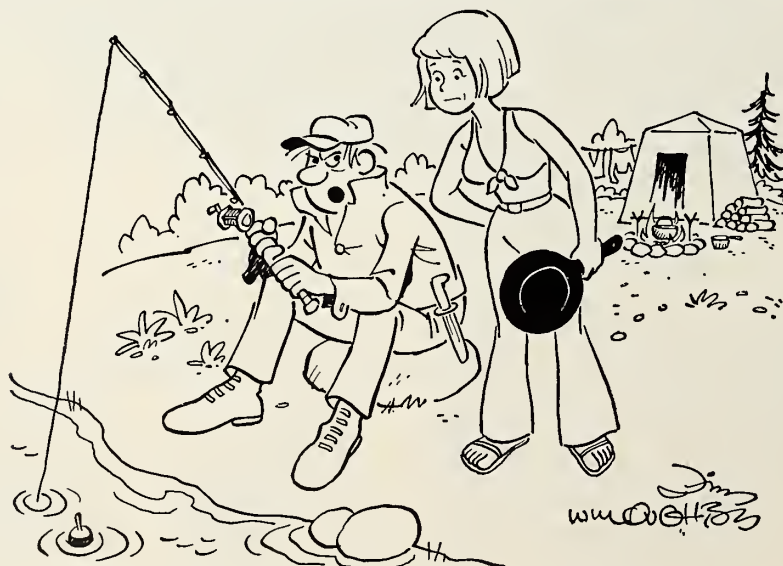
ON A tenting trip, an unexpected rain during the night will wet the woods and make it difficult for you to start your campfire the next morning. As a precaution, before climbing into your sleeping bag, gather some dry tinder such as twigs and small branches and bring them into the tent with you.

INSTEAD of burdening yourself with drinking cups on a backpacking or hiking trip, carry some folded aluminum foil, suggests J. Kadecki of Omaha, Neb. Then when you need a cup, take a double thickness of the foil and shape it around your fist into the form of a drinking container. A soda or beer can is an even better shaper if you can find one where some litterbug has discarded it. The foil is re-usable.

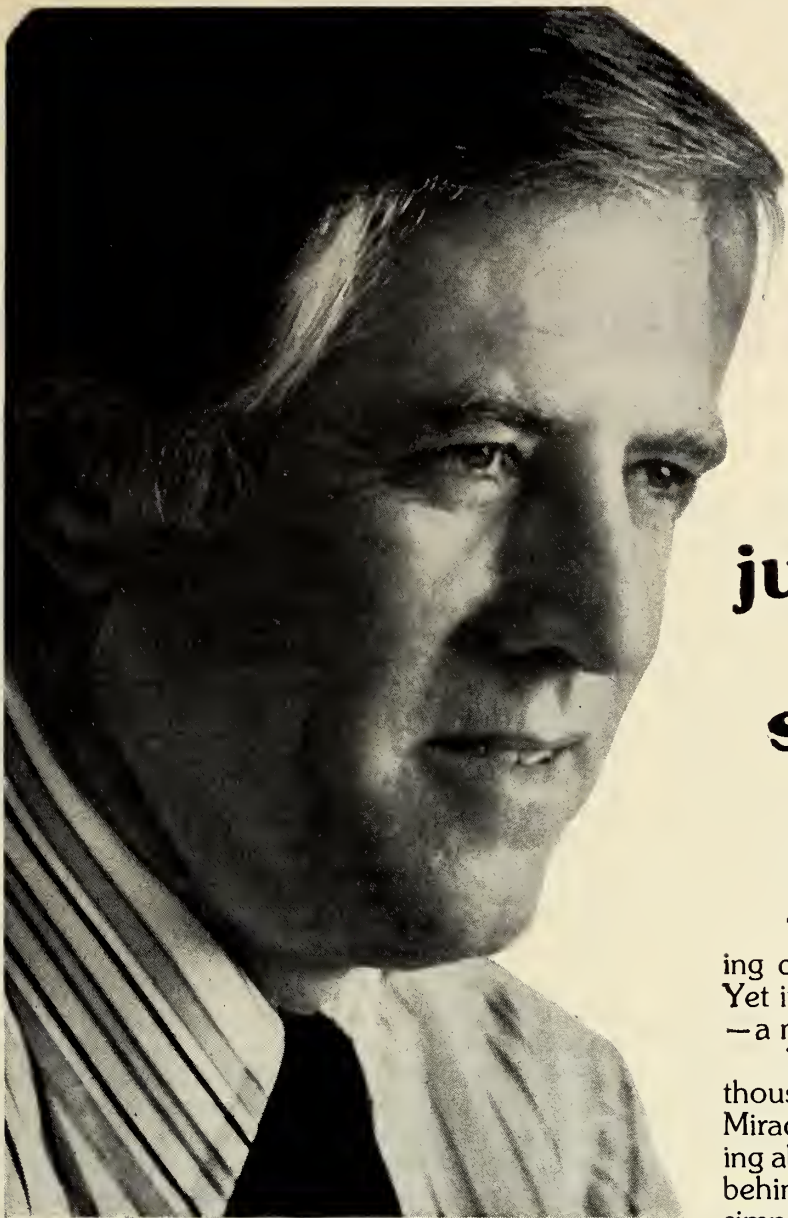
EASILY tucked into a pocket of your camping jacket is an asbestos glove, and you'll never regret you have it, writes William Wurst of Clifton, N.J. It will protect your hand while putting wood on your camp fire, moving hot rocks around the fireplace, holding hot pan handles, etc.

A NEW book on birds entitled "Fifty Birds of Town and City" has just been published by the Dep't of the Interior's Fish & Wildlife Service. It's a non-birdwatcher's handbook for folks just mildly interested in feathered friends. In color, it's available from the Government Printing Office at \$4 hardback and \$1.05 paperback. Send orders to Manager, Public Documents Distribution Center, 5801 Tabor Ave., Phila., Pa. 19120.

If you have a helpful idea for this feature send it in. If we can use it we'll pay you \$5.00. However, we cannot acknowledge, return, or enter into correspondence concerning contributions. Address: Outdoor Editor, The American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019.



"Look, Edna, I'm out here to get away from pressure!"



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WASHINGTON
PRO & CON



Opposing Views by Congressmen on The Question . . .

SHOULD RAIL PASSENGER SERVICE

FIRST, overcrowded highways and now the energy crisis have dramatized the need for improved, high speed rail passenger service.

The Congress in 1970 established the National Railway Passenger Service Corporation, known as Amtrak. This private corporation relies on federal subsidies and loan guarantees to operate necessary rail passenger service and to buy new equipment. Ridership has increased sharply. From July to October 1973, revenue passenger miles increased 28% over the same period in 1972. In fact, with a car fleet of 1,900 passenger cars, Amtrak is desperately searching for more equipment to meet the rise in demand. Even if gas should be available, it will be expensive and many families will revert to a mode of travel which has found a new life.

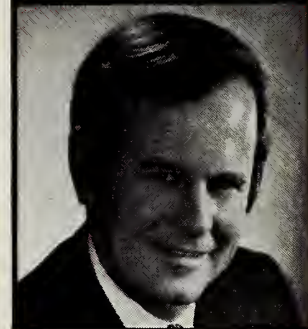
Can we achieve the modern intercity rail service we need without federal assistance? No. Little or no new passenger equipment has been built since 1955. The roadbeds of the bankruptcy-plagued Northeast railroad lines have deteriorated. Much work must be done. This costs money, but far less than continued expansion of the highway system. Passenger revenues alone cannot underwrite this.

An imaginative ad campaign, better reservations system, and genuine attention to the needs of passenger service have reversed the decline in passenger ridership. The energy crisis has given the service a shot in the arm. But for the foreseeable future, the federal government will have to help Amtrak towards the ultimate goal of profitability. I am not arguing for a permanent subsidy, but for a good investment in America's transportation future.

Transportation—for both freight and people—is a public necessity. Government funds have been spent for transportation throughout the history of our Republic. Today, we are spending billions of dollars on highway construction, airport development and wa-

terway improvement. A good transportation network is a public utility; without it our diverse economy could not function. We do not object to paying taxes for our water supply or for public power projects—essential public services. So too is a transportation system which allows people to move from place to place efficiently and economically. Our passenger transportation system should remain with the private sector and charge a fair price for its service. But government aid to rail passenger service is just as proper and necessary as government aid to highways, airports and waterways. The benefits to the public justify the public expenditure. The energy crisis and our growing concern for the environment in which we live only strengthen the argument for taxpayer assistance for one of the most efficient and economical movers of people we have—the passenger train.

"YES"

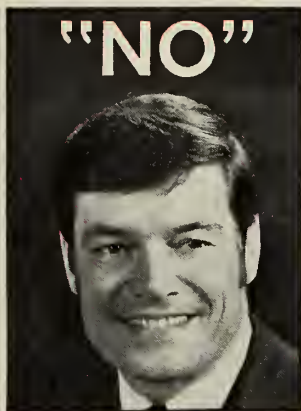


Rep. Brock Adams
(D-Wash.)

Brock Adams

If you wish to let your Congressman or one of your Senators know how you feel on this

BE EXPANDED WITH PUBLIC FUNDING?



Rep. Philip M. Crane
(R-Ill.)

IN THIS age of nostalgia, it is difficult to oppose expansion of rail passenger service with U.S. dollars. The passenger train has great appeal, but from the standpoint of fiscal policy there is little justification for the expenditure of taxpayer funds to run trains.

When Amtrak assumed rail passenger service in 1971, total passenger train

miles per day declined 57% because the Transportation Department cut trains carrying the fewest passengers and losing the most money.

Despite this decrease in service, a deficit far beyond that projected began to build. The loss per revenue passenger mile rose about a penny a mile in the year after the Amtrak takeover. Operating fewer passenger miles, Amtrak lost more money per passenger than had the separate railroads.

Amtrak's projected application of funds for fiscal years 1972, 1973 and 1974 total \$1,217,000,000. But operating revenues during this period are projected at only \$542,900,000. This is intolerable.

It is argued that while the U.S. has permitted its railroads to deteriorate, other nations, notably those of Western Europe, have greatly improved their service. The government owned European railroads have improved passenger service—but at what cost? Recently, I inquired as to the precise deficit incurred by the German Federal Railways. No one came up with an exact figure. The only certainty is that nearly all European railroads lose money on rail passenger service.

The inauguration of Auto-Train Service between

Washington, D.C. and Florida has demonstrated that the private sector can operate trains more efficiently than does Amtrak. Auto-Train was and is financed without a dime of federal money. It has attracted so many passengers that the corporation has had to purchase additional cars, add more trains and will soon inaugurate a Midwest to Florida route, with other routes being explored. Since the Washington, D.C.—Florida service operates in competition with Amtrak, which makes no money on most of its Florida service, the difference between the private and government approach is striking.

Auto-Train service is fulfilling a need. I contend that with the airline and bus service available to the American people, very little long-distance rail passenger service is necessary. (I am not referring to commuter trains, which are necessary for the economic well-being of our urban communities.) Heavily traveled corridors such as that between Washington and Boston via New York can support passenger service. Some long-distance trains can be profitable—especially in tourist season. But by and large, long-distance trains are losers, and will always be losers. It is my belief that Amtrak should give the taxpayer a break. We should either quit operating unprofitable services or turn them over to a private company such as the Auto-Train Corporation, which will run trains as they ought to be run.

Philip M. Crane



I have read in The American Legion Magazine for June the arguments in PRO & CON: Should Rail Passenger Service Be Expanded With Public Funding?

IN MY OPINION THE ANSWER TO THIS QUESTION IS:

YES ☐ NO ☐

SIGNED _____

ADDRESS _____

TOWN _____ STATE _____

You can address any Representative c/o U.S. House of Representatives, Washington, D.C. 20515; any Senator c/o U.S. Senate, Washington, D.C. 20510.

issue, fill out the "ballot" and mail it to him. ➤

A high-angle, black and white aerial photograph of Miami Beach, Florida. The image captures the coastline curving from the top left towards the bottom right. A dense line of high-rise hotels and apartment buildings follows the shore. To the left of the buildings is a wide, multi-lane highway with several overpasses. The ocean is visible on the right side of the frame. The overall scene depicts a bustling coastal city.

Another Look at Miami Beach

By **R.B. PITKIN**

THE AMERICAN LEGION has held its national convention in Miami or Miami Beach in 1934, 1948, 1951, 1955, 1960 and 1963.

After 11 years since its last visit, it will return for the seventh time this August, when its 56th national convention is slated for Miami Beach, with the official convention dates be-

ing from Friday, Aug. 16 to Thursday, Aug. 22.

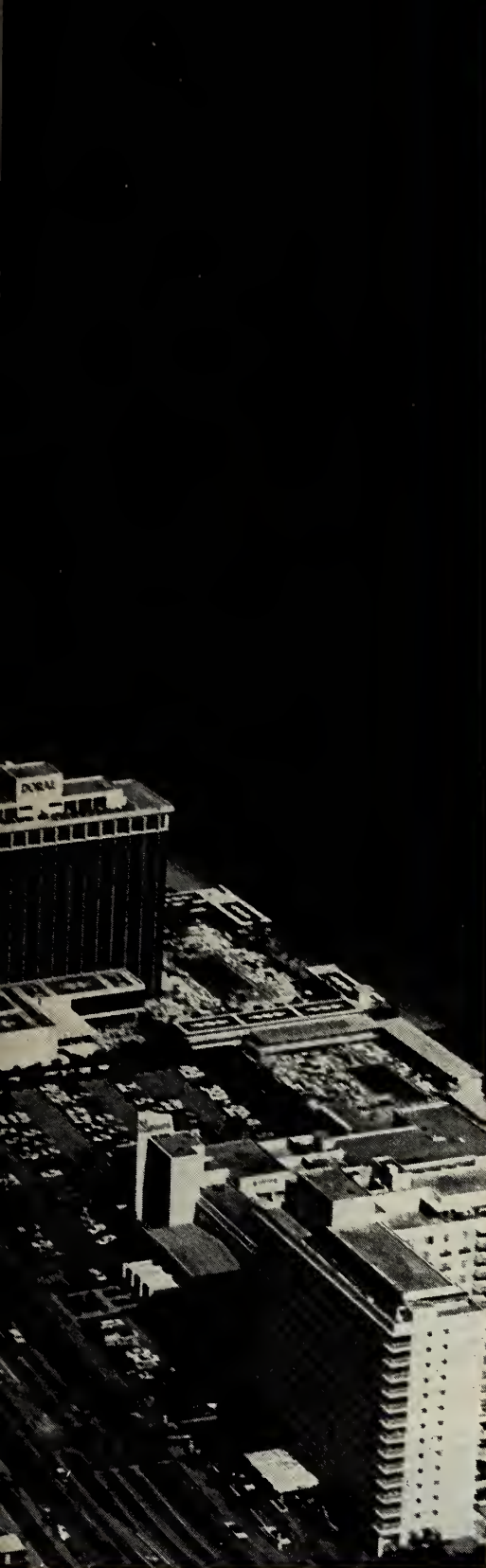
Many readers know the Miami area inside out, others don't. An orientation is in order for strangers. A survey of what's different since 1963 is in order for everyone, as is a consideration of how to cope with special problems that might relate to the fuel shortage—like how you can get to see Disney World, which is several hun-

dred miles away, or what you can do for special side trips if you can't just hop in a rental car and scoot out to the Everglades or down to Key West.

The convention schedule is also somewhat different than the usual format, with the Legion parade and the big national drum and bugle corps competition both on "abnormal" days.

First, a brief orientation.

Commercial planes let you off at



the big Miami International Airport, on the northwest side of metropolitan Miami, on the mainland, facing Biscayne Bay. But Miami Beach is on a long, skinny, offshore island, fronting on the blue-green waters of the Atlantic Ocean. The Beach is about 12 miles from the airport, and lies at various distances of up to three miles across Biscayne Bay from Miami. Several causeways connect the Beach

At left, Miami Beach looking north from about 45th St. to about 70th St. Hotel row is sandwiched between Collins Ave. and the very warm waters of the Atlantic.

with Miami. From the southern tip of the island below First Street in Miami Beach, it is about eight miles and 87 numbered blocks to the northern limits of Miami Beach. Legionnaires may be housed anywhere from below 20th Street north to the 80's, more or less, with the center of most Legion activities right smack in the middle, at the Fontainebleau Hotel at Collins Avenue and 44th Street.

One of the things that's different than it was in 1963 is that if you drive from the airport to Miami Beach you don't have to wend your way through Miami streets anymore. The Airport Expressway (10¢ toll) connects the airport with Miami Beach at 42nd Street, via the Julia Tuttle Causeway. For most of the distance it is Interstate 195, but you need to take a little care leaving the airport. The Expressway isn't numbered I-195 until you've gone a few miles (and crossed I-95).

If your destination is the Fontainebleau, it's a left turn for you off Arthur Godfrey Road (42nd Street) onto Collins Avenue and then two blocks north—after I-195 dumps you off in Miami Beach. It's easy to identify the Fontainebleau. Its name appears nowhere on it, but it has a huge, curved front, so all you do is turn into the nameless hotel with the curved front.

Of course, your destination may be anywhere from the 80's south to the 20's. Even so, I-195 is the best route from the airport to the Beach, then

north or south (left or right) if your target is above or below 42nd Street in Miami Beach.

It is almost impossible to get lost. The chief visitors' area of Miami Beach has only one north-south avenue for most of its length—Collins Ave. From 44th St. south to 26th, Indian Creek Drive parallels Collins and traffic is one way up Collins and down Indian Creek. Nearly all the major hotels are on Collins—miles and miles of them. The waist of the "hotel row" part of the island above 23rd street is so narrow that while you can't really spit across it, it looks as if you might. Actually it's broader, but Indian Creek (an arm of Biscayne Bay) splits the Collins Ave. strip off from a wider, residential area from the northern end of the island all the way south to 24th Street.

Our lead photograph looks north. The immediate foreground is about 45th Street. The narrow body of water is Indian Creek. The island in the "creek" at the top, with the big building (St. Francis Hospital), is at 63rd St.

Below 24th Street, Indian Creek ends, the island becomes broader, and there's a substantial shopping, business and residential area south to First Street, where the Miami Beach pier is located. Try to go south of First Street and you'd soon have to swim across the shipping channel leading from Miami to the sea.

There's no point in me recommending a hotel. Thousands of first-class rooms are reserved by the Legion for its convention, and they are assigned



Its only a short haul out of Miami to the Gulf Stream, which at some seasons abounds in sailfish. If they aren't biting, there's plenty of other game to try for.



The Fontainebleau Hotel, at 44th St and Collins Ave., as seen from knee-deep in the Atlantic. Fontainebleau is center of most Legion meetings this August.



Swimmers in the Fontainebleau's salt water pool, viewed through glass wall in the hotel's lower lobby. Most Miami Beach hotels have pools, other resort facilities.

CONTINUED

Miami Beach

in advance to the different Legion states and other Departments. If you are going, contact the Department Adjutant of the Legion in your state to reserve quarters. He has rooms set aside, but after a certain date he will relinquish any that aren't taken. Just what kind of quarters you could get, and where, if you don't reserve them through your Legion Department, I couldn't say. Any Legionnaire can attend a Legion convention on his own if he's not there officially.

The American Legion Auxiliary has elected to hold its concurrent convention in Hollywood, Fla., about 18 miles from the Fontainebleau. I have no solution for any problems this may raise for husband-wife teams that are attending both conventions. You're on your own, and good luck.

The street address of your hotel

tells you where it is up and down Collins Avenue. The first two digits indicate the nearest cross street. The Sans Souci, at 3101 Collins, is bang up against 31st Street; the Lombardy at 6305 Collins, is 32 blocks north at 63rd. Cab fares are about like the ones I pay in New York, and, as the meters run up time, fares will be higher in slow traffic and along routes with numerous traffic lights. On the same day I ran up meter bills of \$2.10 and \$2.65 riding from 17th to 44th—27 blocks.

Buses run up and down Collins for 35¢ fare (and have exact change ready). Just make sure you don't get one that crosses a causeway to Miami before it takes you as far on Collins as you intend. I found the drivers polite in answering questions of strangers worried about boarding the wrong bus.

Since 43 hotels in Miami Beach have agreed to provide space, I can

hardly describe *your* accommodations. But they are *all* resort hotels or motels. I expect yours will front on Collins Avenue and back up on the Atlantic. The ocean will certainly be quite warm in August and it is usually fairly calm, with small tides. A good sand beach, though fairly narrow, runs the length of the back doors of hotel row. Almost every hotel has a swimming pool, and they vary in providing all sorts of resort accommodations—tennis courts, putting greens, oceanside patios with bar service, cabanas, what have you. They all seem to have an assortment of shops and good to excellent restaurants, cocktail lounges and coffee shops. Many have live entertainment. Some are unassuming, many are extravagant in their appointments and pretensions.

There is no reason why you can't live it up, resort style, without hardly stirring. Miami Beach is just a great convention city for one-weekers, and its August rates are just about half the winter rates. You can expect it will be hot and humid (but what's it like in August where you live?) It won't get to 100 in Miami Beach, for sure. You can expect sudden showers, so bring that lightweight raincoat. A sudden shower in Florida can be a doozy while it lasts.

Your feet itch. You've come a long way and you have some free time and you want to see more than Miami Beach. For short-range variety, I'm betting that you can rent a car (if you reserve it in advance) and see all the usual things in the immediate Miami area without running out of gas. There's the Seaquarium, one of the oldest marine shows of its kind; horse races; dog races; jai-alai games; the Parrot Jungle; golf courses galore; fishing boats out of Miami or Miami Beach to try for sailfish and other salt water game in or near the Gulf Stream. I won't list the rest. Pamphlets and ads will thrust themselves upon your attention.



The Miami Seaquarium is one of the oldest and best of the modern marine shows.



The Orange Bowl. On Monday, Aug. 19, the Superbowl will be replayed as the Dolphins and Vikings go at it again. Legion

parade and drum and bugle corps contest have been moved to "abnormal" dates to avoid conflict with the ball game.

But darn it, you are from Idaho or some such distant location, and when you come to Florida you want to see Disney World or take a tour of the Bahamas—Nassau, Freeport, etc. How can you do it, what with the fuel shortage and all?

Disney World is like five hours on a fast bus from Miami, it being somewhat west of Orlando, well north and inland from Miami. That's a grind. You could also fly round-trip from Miami to Orlando for something like \$43, and get yourself from Orlando to Disney World somehow. But the best way is to make Orlando a stopover on your flight to or from Miami, for

about ten bucks extra. You still have the problem of getting out to Disney World, and of putting yourself up at Orlando or at Disney World, over at least one night.

This can all be arranged, however. You can get all the details and make reservations by writing to Tour Chairman, American Legion Convention Corporation, Delano Hotel, 1685 Collins Ave., Miami Beach, Fla. 33139. Legionnaire Aaron Farr, of Miami Beach, is the Tour Chairman, and he is a biggie in the tour business. He'll see that you get information on a package visit to Disney World—transportation between Orlando Air-

port and Disney World, hotel or motel accommodations, admissions to Disney World, etc., starting with your stopover arrangement at Orlando on your flight in or out of Miami.

The same Tour Chairman will provide you with information on post-convention tours by plane or ship out of Miami to the Bahamas, leaving right after the convention and encompassing about three days, more or less, according to your pleasure. Plans are afoot for a special three-day Legion cruise on one of several available large, luxury cruise ships, with a bit of a break on rates if a goodly group is corralled. The stop at Freeport,



Lincoln Road Mall in Miami Beach, a pedestrian shopping mall closed to vehicles.

CONTINUED

Miami Beach

with its famous casinos for the gaming element, is scheduled to hit the peak of the evening's doings.

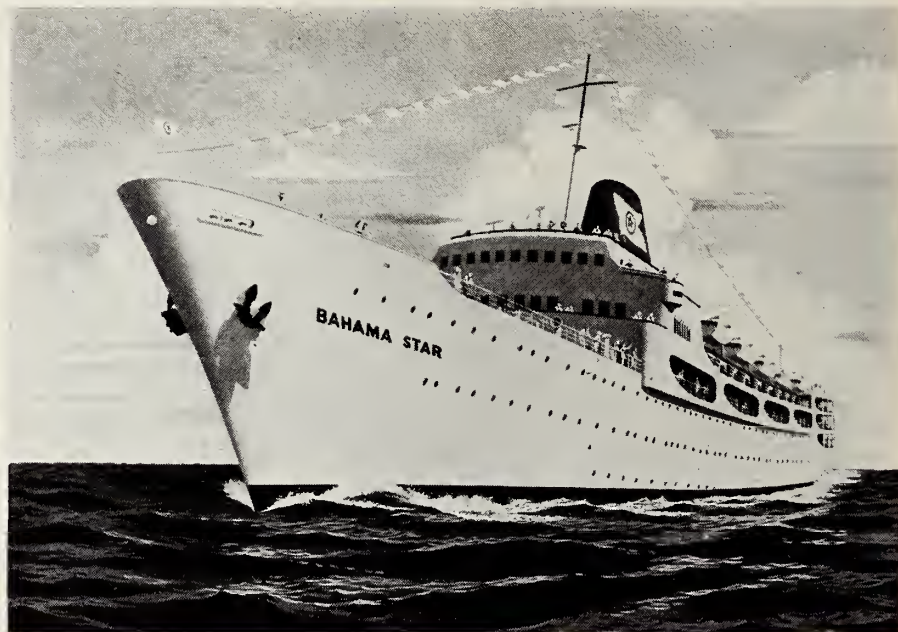
If you have any other ideas for a tour starting out of Miami, before or after the convention, a timely query to the Tour Chairman might bring you data and order blanks.

If you want a tour such as the Bahamas tour *before* the convention, returning to Miami in time for it, no group plans are being made. But Legion groups in Kansas and Illinois have already arranged for such, through local travel agents, and our Tour Chairman could probably give you data on a group or non-group

memorial service and the National Commander's Dinner to Distinguished Guests. If you want tickets for that (\$17.50), you had better apply to your state Legion Adjutant in advance, as the dinner is usually a sellout.

Now then, the parade and the national drum and bugle corps contest are all mixed up with a repeat of the professional football Superbowl.

The Miami Dolphins and the Minnesota Vikings are going to play a pre-season game in the Orange Bowl on Monday night, Aug. 19. This would normally be Legion parade night in Miami Beach. Further, the footballers would like one or more of our corps between the halves of their game, when they'd normally be in the Legion parade.



One of several cruise ships on which Legionnaires can schedule pre-convention or post-convention tours to the Bahamas, with visits to Freeport, Nassau, etc.

basis if you inquire reasonably soon. You could work in a tour to Jamaica or Puerto Rico, given the time and inclination.

Nearly all Legion business and committee meetings will be in the Fontainebleau Hotel at 44th St., including the main meetings of the full convention (Tuesday, Aug. 20 to Thursday, Aug. 22). Its huge banquet hall can accommodate the whole shebang, as well as the traditional Legion

So, the great pageant of the Legion drum and bugle corps championships will be held Saturday night, Aug. 17, instead of the usual Sunday date. It will probably be in the Community College Stadium on N.W. 27th St. in Miami.

The Legion parade will be in downtown Miami Beach on Sunday night, Aug. 18, instead of the usual Monday date.

Except for busy committees, Monday, Aug. 19, will be a day off for the Legion convention. If you get tickets in time, you may see the Dolphins and Vikings go at it again in the Orange Bowl at 9 p.m. Monday—without playing hooky from Legion business.

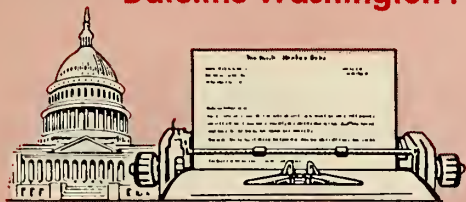
Tickets, they say, will go on sale in "mid-July." You can order them from: Miami Dolphins, Attention: Ticket Office, 330 Biscayne Blvd., Miami, Fla. 33132. All seats are \$5.50,

(Continued on page 47)



The horses will be running in August in Miami.

Dateline Washington . . .



CONGRESS DEBATES G.I.'s IN EUROPE. CURB OF MAILING LISTS SOUGHT. MAKE WAY FOR BIKE WHEELS.

Recent events in Europe are accelerating the rising demand in the United States to bring our troops home from Europe, say Washington observers. Even President Nixon, long opposed to any reduction of our military presence in Europe, has become irritated by the failure of our former Allies to cooperate in global economics and politics.

Some 310,000 American G.I.'s are still stationed in Europe, nearly three decades after World War 2. These troops are, admittedly, insufficient, combined with the Allied forces, to defend Western Europe against the vastly bigger communist army, but they represent a psychological indication that the United States will respond with all its mighty strength in the case of red invasion.

In Congress, the call for the return, or reduction, of our military in Europe is growing louder, led by Senate Majority Leader Mansfield (Mont.). Proponents of recall feel the Soviet threat against Western Europe has long since dissipated, especially in view of U.S.-USSR steps to detente. A strong bloc in Congress, however, simply doesn't trust Moscow, detente or not.

Increasing Congressional concern over the individual's right to privacy has given fresh impetus to a bill sponsored by Sen. Mark Hatfield (Ore.) to put curbs on mailing lists.

The revived legislation, dormant three years, would require the consent of the individual before his or her name could be sold or rented as part of a mailing list. The solon estimates that the average American is named on some 40 to 50 lists.

The buying and selling of information about an individual is a \$45 billion a year business—the direct mail industry—which makes more than 22,000 lists available to those selling goods and services, or soliciting funds, through our postal system. Direct mail advertising accounts for some 25% of all U.S. mail, according to Senator Hatfield.

Problem is, he says, while it takes per-

sistence and intelligence to get off a mailing list, it takes nothing to get on.

Congress doesn't consider the revived popularity of bicycles to be a passing fad. On the contrary, last year it offered financial assistance to states and cities wishing to design and construct bikeway systems.

The energy crisis has given another boost to bikes, and Sen. James Buckley (N.Y.) sees the bike "as a realistic means of easing transportation problems in our urban areas."

To back up his belief, the Senator has introduced a bill to provide \$20 million in federal funds to help build more bikeways as a means of coping with city transportation problems. His bill would follow up legislation from last year which initiated a federal-state bicycle path building program.

PEOPLE & QUOTES

ASIAN ANCHOR

"Personally, I believe that the U.S. is going to pull out of mainland Asia. . . . Your anchor will have to be the Philippines." President Marcos, Philippines.

DETENTE: CHINA VIEW

"The two superpowers at times talk about detente, but in actuality they are engaged in an intense rivalry." Premier Chou En-Lai, China.

GOOD NEWS

"Contrary to the views of many, America is winning the war on poverty and destitution." Sen. William Proxmire (Wis.).

FRIEND IN EUROPE

"We repudiate the view that Europe will emerge out of a process of struggle against America." British Foreign Sec'y Callaghan.

WHY CRIME RISES

"The simple fact is that we don't know the reason—no one does." Atty General Saxbe.

EUROPE ALIVE, BUT . . .

"Europe is well, but living on crises." West German Finance Minister Schmidt.

SOCIETY IN TROUBLE

"A society which thinks poorly of its businessmen and deeply distrusts their motives is not a great society but a society in trouble." Irving S. Shapiro, chairman, duPont.

NATO'S BASIC NEED

"Continuation of a community of interests between the U.S. and Europe is the basic condition for survival of the Atlantic Alliance." NATO General Johannes Steinhoff.

CITY COUNTDOWN

"... rebuilding a city is not a program like getting to the moon—mainly because there are no people on the moon." Andrew Heiskell, chairman, Time Inc.

JUNE 1974

**VA ADMINISTRATOR JOHNSON RESIGNS;
NO SUCCESSOR NAMED AT PRESTIME:**

Late in April, VA Administrator Donald E. Johnson announced that he would resign his position in the near future...As of presstime there was no information when the resignation would take effect nor who would be his successor...Commenting on the resignation, Nat'l Cmdr Robert E.L. Eaton said: "The principal concern of The American Legion for the Veterans Administration is, and always has been, that it be operated in the best interests of the American veteran, regardless of who the Administrator might be...There have been, understandably, administrative deficiencies in the area of checks for Vietnam veterans in the educational program, and some isolated instances in the hospital system. These continue to be our principal concerns and we hope that another Administrator will be appointed promptly and the VA, along with the Congress, will address themselves to these problems within the shortest possible time."

Also in April, VA Chief Medical Director Dr. Marc J. Musser resigned... Replacing him is Dr. John D. Chase, a VA career medical official for 22 years.

**HOUSE VETERANS COMMITTEE REPORTS
BILL TO INCREASE SERVICE-CONNECTED
DISABILITY COMPENSATION AND DIC:**

The House Veterans Affairs Committee has reported out a bill which would provide cost-of-living increases in (1) compensation for about 2.2 million disabled veterans and (2) dependency and indemnity compensation for approximately 319,000 surviving widows and children of servicemen who lost their lives in a service-connected cause...Increases for veterans will average about 15% and for widows and children about 17%.

Here is a table showing the proposed increases for disabled veterans:

Percentage of Disability	Current Benefit	Proposed Benefit
10%	\$28	\$31
20%	51	57
30%	77	86
40%	106	122
50%	149	171
60%	179	211
70%	212	250
80%	245	289
90%	275	325
100%	495	584

In addition, there will be higher statutory awards for certain multiple disabilities and a \$5 increase in the

statutory award from \$47 to \$52...Among other things, the bill would consider the period between Dec. 31, 1946 and June 25, 1950 as wartime service.

Following full House action the bill will be matched up with similar legislation being considered on the Senate side...There are hopes for early passage...The last raise came in 1972.

**SENATE POST OFFICE COMMITTEE REPORTS
BILL TO STRETCH OUT POSTAL RATE
INCREASES FOR PUBLICATION MAILERS:**

The Senate Post Office & Civil Service Committee has favorably reported S411, a bill which proposes to extend the phase-in program for future second-class postal rate increases from five to eight years for profit oriented publications and from ten to 16 years for non-profit mailers such as this magazine... Hopefully, it would cushion the shock of mail rate boosts and any help extended is help welcomed...But from a practical standpoint, the stretchout is meaningless if the Postal Service is to continue to get "temporary" increases (such as the March boost in mailing rates) whenever it is "necessary" to procure more operating funds..."Temporary" increases --like temporary taxes--have a way of becoming permanent...Congress passed the Postal Reorganization Act in 1970... And though the purpose was not to cause the demise of this or any other publication, nevertheless, that may be the eventual result...It is Congress, then, which must correct the situation--before it's too late...As Veterans Newsletter went to press, wider support appeared to be building for S411 in the Senate and for HRL4194 (a similar bill) in the House...At least temporary relief would be provided if they can get through without progress-impeding amendments...Your letters to Congress will help.

MORE INFO ON OHIO VIET VET BONUS:

Here's further info on Ohio's Vietnam Era Veterans Bonus, first reported here in Veterans Newsletter, February 1974... Distribution of application forms has begun... The cut off date is January 1, 1978... Only veterans outside of Ohio will receive applications by mail... Write to: Ohio Vietnam Veterans' Bonus Commission, 79 E. State St., Columbus, Ohio, 43215... Within the state, contact John F. Sommer, Jr., Dep't Service Director, The American Legion, 4060 Indianola Ave. Columbus, Ohio 43214.

JUNE, 1974

Indiana Youth Wins Legion National Oratorical Contest

Steven Zeller, 17, of Columbus, Ind., wins first place and \$8,000 scholarship in finals held at Sioux Falls, S. D. Three other high school orators divide honors in 37th annual contest based on U. S. Constitution.

The American Legion's 37th Annual National High School Oratorical Contest and the \$8,000 cash college scholarship that goes with the top honor was won by 17-year-old Steven L. Zeller of Columbus, Ind., before an audience of about 1,000 people at Lincoln Senior High School in Sioux Falls, S. D., on April 25.

Steven topped three other students who competed with him in the finals for a share of the \$18,000 in cash college scholarships. Each state winner in the Legion's program also received a \$500 scholarship, the funds for which were provided by The American Legion Life Insurance Trust Fund. The four top orators were the survivors of several thousand contestants around the nation whose spontaneous and prepared orations were based on their knowledge of the U. S. Constitution.

Young Steven, the son of Mr. and Mrs. William C. Zeller, is a junior at Columbus North Senior High School.

To win the championship Steven had to best the three other top orators after winning local and state trials, and Regional 7 and Sectional C contests. He was also Indiana Dep't winner in 1971 and 1973. Quite active in school affairs, Steve is president of his Forensic Club, junior class president, belongs to the student government and was chairman of the human relations committee in his sophomore year. He's also active in football, basketball and track.

Outside of school he's busy with numerous other activities, mainly in speech and forensic areas. Young Steven is presently considering a career in education after college.

He was sponsored by Columbus Post 24 and his speech coach was Joy E. Jordan. Steve will represent the Legion's Oratorical Program at the National Convention, Miami Beach, Aug. 16-22.

Second place winner was Laurence T. Barton, a 17-year-old senior at Arlington Catholic High School, Arlington,

Mass., who won a \$5,000 college scholarship. The son of Mr. and Mrs. Paul T. Barton, Laurence served as president of his high school oratory club for three years along with holding his class presidency in 1973. Larry plays intramural hockey and went to Massachusetts Boys State in 1973.

Sponsored by Arlington Legion Post 39 and coached by Sister Ruth Elizabeth, C.S.J., he won local and state contests, Regional 1 and Sectional A contests before going on to the finals. He plans to attend Boston University to prepare for a career in communications.

The third place slot and the \$3,000 scholarship that goes with it went to Robert J. Tepper, 17, of Albuquerque, N.M., a student at Manzano High School. The son of Mr. and Mrs. Arnold Tepper, he is president of his speech team and the honor society and seeks a career in law. Sponsored in the oratoricals by Albuquerque Post 49, he also went to New Mexico Boys State in 1973 and won its department oratorical championship in that year. His speech coach was C. T. McCreary. Robert won Regional 10 and Sectional D contests on his way up.

Fourth place and a \$2,000 college scholarship went to Rae Ellen Scanlon, the only girl to reach the finals. Rae is a 16-year-old junior at Hampshire High School, Romney, W. Va., and is the daughter of Mr. and Mrs. Edgar J. Scanlon. She plans to attend Shepherd College to major in elementary education. Drum majorette for the Hampshire High School Marching Band, Rae is also president of the local 4-H Club. She was sponsored by Hampshire Post 91, coached by Louisa Hardy and won Regional 4 and Sectional B contests on her way to the finals.

The oratorical program is a responsibility of the Legion's Americanism Commission (Chmn, Daniel J. O'Connor, N.Y.). The total of donated college scholarships in this program is close to the \$450,000 mark.

The finals were sponsored by Sioux Falls Post 15 and the Dep't of South Dakota.

Spirit of '76

The American Legion and its Auxiliary are moving forward with two main projects that will provide national organization participation in the Bicentennial Celebration of America's founding.

One, involving youth, would produce a greatly expanded combined Boys and

JELLEMA PHOTOGRAPHY



Winners of the 37th Annual National High School Oratorical Contest. From left: Steven L. Zeller, 17, Columbus, Ind.; Laurence T. Barton, 17, Arlington, Mass.; Robert J. Tepper, 17, Albuquerque, N.M., and Rae Ellen Scanlon, 16, Romney, West Virginia.



Legion's Spirit of '76 Seal.

Girls Nation Program in 1976. The other would provide for the design, casting and erection of a statue in Washington, D.C. of General John J. Pershing, WW1 Commander of the victorious American Expeditionary Forces in Europe.

The two national projects—and funds to assure their actuality—have been developed through the guidance and efforts of the respective Spirit of '76 Committees of both organizations, each of which began work several years ago and which meet regularly at national conventions and conferences.

As presently planned, the combined Boys and Girls Nation in 1976 would bring three boys (Legion selected) and three girls (Auxiliary selected) from each Legion department to Washington, D.C., for a 21-day program which would consist of (1) an in-service training program in the Congress of the United States (2) a joint but expanded Boys and Girls Nation and (3) an evaluation by the young people of the role the Continental Congress played in bringing about the American system of constitutional government. This last may include some side trips, probably to Colonial Williamsburg, Va., and Philadelphia.

The Legion's statue of General Pershing will be placed at the conjunction of 14th and 15th Sts., and E. St. and Pennsylvania Ave. in Washington, D.C.

It will be sited in a plaza against a backdrop of an L-shaped marble wall on which will be etched lines of the Meuse-Argonne Campaign of WW1 and other campaigns. Plans for the site have received the approval of the American Battle Monuments Commission and the Pennsylvania Avenue Development Corp., and presently await the approval of the Washington, D.C., Fine Arts Commission and the National Capital Planning Commission. Funds for the Pershing Monument area have already received the approval of the Office of Management and Budget. After the project is completed, the Department of the Interior will be responsible for its maintenance. A bronze plaque is planned to record the Legion and Auxiliary's con-

tribution to the Pershing Memorial.

Looking ahead one year, the Legion and Auxiliary urge that June 14, 1975 be selected as the kick-off date for a Bicentennial commemoration at each Legion post and Auxiliary unit. Posts are encouraged to get local programs going with active committees and hold an "open house" on that date with the idea of planning at least one major program during the period from then to July 4, 1976.

Various posts and departments around the nation are already proceeding with plans for Bicentennial oak tree plantings, recreation area developments, memorials and monuments, parade floats, flag programs, U.S. Constitution pamphlet printings and dozens of other ideas.

What is your post doing?

Another Vets Benefits Study

The Twentieth Century Fund, a non-profit and non-partisan research foundation, has announced that it has named an 11-member Task Force, led by former HEW Secretary Robert Finch, to undertake a study of all aspects of veterans benefits programs. Other mem-

bers of the Task Force (who will be listed below) include veterans, former military leaders, administrators and others familiar with some aspects to veterans programs.

This is not the first study ever proposed which sought to recommend reform of veterans programs. There have been many others. During the 1950's the Bradley Commission, led by U.S. Army Gen. Omar Bradley, and the Hoover Commission, chaired by former President Herbert Hoover, both brought out reports on veterans benefits. Both would have seriously and adversely affected veterans programs, the Bradley report principally in the area of pensions for the destitute and elderly, and the Hoover Report as it related to Veterans Administration hospitals. Both reports were vigorously opposed by The American Legion.

The Twentieth Century study comes at a time when inflation is running at a high rate and the VA annual budget ranges in the \$13 billion area (part of a \$288 billion overall federal budget.) It also comes at a time when there is great concern on many sides about the adequacy of current benefits for Vietnam Era veterans and when large numbers of

Republic of Vietnam Honors U. S. Veterans on Vietnam Veterans Day



ALNS PHOTO

Nat'l Cmdr Robert E. L. Eaton is shown here accepting a plaque from the Republic of Vietnam in appreciation for The American Legion's support of that nation's cause during the Vietnam War. Presenting the plaque in the name of Vietnam President Nguyen van Thieu is Senator Pham do Thanh, President of the Vietnamese Veterans Legion. The ceremony took place at a luncheon held in Wash., D. C., during the Vietnamese delegation's visit to the U. S. to honor Vietnam Veterans Day on March 29. Through Senator Thanh, President Thieu also took the occasion to express his nation's deep appreciation to U.S. servicemen who fought, died and were wounded in that war and to their families: "Thanks to your noble sacrifice and unselfish determination to stand by a small and struggling nation in its hour of peril, America has proved once again the sterling worth of its commitments and its unshakable faith in an international order that refuses to condone aggression. . ."

Looking Back



The man on the cover of *Time* Magazine shown above is John Thomas Taylor, Legislative Director for The American Legion during the '30's. He was featured in the January 21, 1935 issue because of his effective lobbying for veterans affairs in Congress during that era. Through his influence, the lawmakers passed three veterans' bills over the vetos of Presidents Coolidge, Hoover and Roosevelt. Holding the magazine is his grandson, John L. Taylor, an executive of Benton & Bowles, Inc., who spotted his grandfather while leafing through a promotional mailing. *Time's* Charles D. Hogan, seated, presented Mr. Taylor with the historical copy.

veterans of WW2 begin to retire from active working life.

The Task Force notes that it "will review the extensive network of services for veterans in order to recommend reform, which may entail elimination of some services and suggestions for improvement in others. The Task Force also will examine the politics behind the various veterans programs and evaluate them in the context of social programs that serve the population at large."

Other Task Force members are: Robert Ball, former Social Security commissioner; Robert E. Deluhery, who served as a platoon leader in Vietnam and is now executive officer of the Illinois Veterans Commission; William Driver, former Administrator of the Veterans Administration; Gloria Emerson, author and former N.Y. Times correspondent in Vietnam; Michael S. March, former senior staff member of the Bureau of the Budget and technical advisor to the Bradley Commission on Veterans' Pensions; William A. Enemark, who retired in 1972 after a military career capped by more than four years as inspector general of the U.S. Army; Nathaniel Jones, general counsel for the National Association for the Advancement of Colored People; Carl M. A. McCarden, who served as a military advisor to the U.S. Ambassador in Saigon and a former Commissioner of the Mayor's Office for Veteran Action of New York City; Harry C. McPherson, Jr., former special counsel to President Lyndon B. Johnson; and Dr. Alberta Parker, clinical professor of community health at the University of California

School of Public Health, Berkeley.

Michael Taussig, professor of economics at Rutgers University, New Jersey, is "rapporteur" for the Task Force and is preparing a factual background paper on veterans benefits which will accompany the Task Force report.

In a preliminary report to the Fund's Task Force, Mr. Taussig characterized the traditional government philosophy that veterans are entitled to special consideration because of their war service as "an extreme position."

Contest Rules Revised

If a Legion post feels its local high school concert band, marching band, junior color guard or junior drill team is pretty snappy, recent rules changes now make it possible for such units to compete in uniformed group contests at American Legion conventions under local post sponsorship.

Inasmuch as high school bands, color guards and drill teams are already uniformed and equipped, the cost of post sponsorship would not be as great as if it had to organize its own unit from scratch. However, any post moving into this endeavor should be ready, willing and able to help school units raise funds for travel expenses to competition sites. Many school groups are already partially supported by parent booster clubs and would welcome aid from sponsoring Legion posts.

For further information, contact: Contests Coordinator, The American Legion, P.O. Box 1055, Indianapolis, Ind. 46206.

Employer of the Year Awards

The Noyes Tire Co., of Westbrook, Me., has been selected to receive The American Legion's 1973 National Employer of the Year Award for Hiring Veterans in the category of employer with more than 200 employees.

The Southern Guard Services of Pascagoula, Miss., has been selected to receive the same award in the category of employers with 200 or fewer employees.

The awards will be presented at the Legion's National Convention, Aug. 16-22, 1974, at Miami Beach, Fla.

World Assembly of Veterans

To commemorate the 30th Anniversary of the end of WW2, the Returned Services League of Australia (a war veterans organization) is extending an invitation to veterans from all over the world to attend a one-week World Assembly of War Veterans in Sydney, Australia, Aug. 11-16, 1975.

General planning presently includes addresses by world personages, business meetings, social events, sightseeing and a

mass pageant through the streets of Sydney.

Viet Vet Jobless Rates

The unemployment rate for Vietnam era veterans (20-34 years old) for March was 5.1%, about the same as for the same period a year earlier. The rate for younger vets (20-24) stood at 9%, more than double the rate for veterans 25-29 years old. Veterans in the 30-34 age bracket were unemployed at the rate of 2.8% in March.

New Mexico Vets' Home

Legionnaires and representatives of VFW and DAV in New Mexico campaigned and lobbied for the passage of a bill to create a Montezuma Veterans Home near Las Vegas, N.M., with an estimated capacity of about 300 veterans.

With Gov. Bruce King signing it into law, \$350,000 will be available for the project. The provisions of the bill are contingent upon getting significant federal matching funds.

Introducing the bill in the State Senate was Sen. Ray Leger. Rep. Samuel Vigil introduced a similar bill in the House. They are both Legionnaires.

"Anticipating rough going for our

1974 Commemorative Bottle



The sailfish leaping over an outline of the State of Florida with The American Legion seal emblazoned on it in 24 carat gold is the design for the Ezra Brooks bottle commemorating the 56th National Convention in Miami Beach, Aug. 16-22, 1974. It will be on sale at the convention and later on in the various states, depending on state liquor laws. For more information and a look at a beautiful, four-color rendition of the genuine Heritage China bottle, please turn to the second cover of this magazine.

bill," said Dep't Adjutant John Martinez, "the three Dep't Adjutants of the three veterans organizations got on the phone and called all over the state to ask the veterans to come in a body to accomplish what was needed."

As a result, about 200 veterans appeared, supporting the Adjutants, who called on Governor King. A request to the Governor to put the bill in a special

session, in the event it was killed in the regular Legislative session, was granted. It was so killed, included in the special session, and signed into law five days later.

Active in the effort were Dep't Cmdr Dan Craig, Lt. Gov. Robert Mondragon (a former Legion Boys' Stater), and Legion District #2 Rehabilitation chmn Filberto Ruiz.



Flags of all 50 states are in this display at VA Hospital, Grand Junction, Colo.

Flags and the Legion

An avenue of 200 flags at the VA Hospital, **Grand Junction, Colo.**, is set up four or more times a year for special observances. A new occasion this year was the tribute to the Vietnam Veterans. The display includes flags of all 50 states, five territorial flags and flags of early America.

The latter are there, says Charles Sutton, a hospital volunteer with about 4,000 hours of service, "to show that, if it were not for the veterans who believed in Freedom, we might still be a possession of some other country or countries . . . Also, we are going to set out ten Freedom Trees (scarlet maple)."

Sutton, for his productive part in bringing these projects to the attention of various organizations, has been honored by the VA and the DAV and given recognition by the Library of Congress.

Rosedale Park Post 390, Detroit, Mich., was asked to floodlight the flag flying outside the Community House where the post holds its meetings. To

overcome local restrictions and in the interest of safety and economy, a transformer 120 to 12 volts was mounted inside the building. Twelve-volt wires were strung from the building to the flagpole where two auto headlights were mounted, pointed upward. A photocell switch turns the lights on between dusk and dawn. The lights and the cleat for the flag halyards were placed some 18 feet from the ground. To thwart pranksters, the pole, from six to 18 feet, was liberally smeared with heavy grease.

Post 487, St. Paul, Minn., gave 60 classroom flags and an outdoor flag (one that had flown over the nation's Capitol on Dec. 7, 1973, the 32nd anniversary of Pearl Harbor) to the Chippewa Jr. H.S. The flag was also flown over the state capitol on Jan. 9, 1974, the first day classes were held at Chippewa Jr. High. Presentation was made on March 15, the 55th anniversary of the Legion's founding. From the left in the photo are Congressman Joseph Karth (who with Gov. Anderson arranged for the flag to fly over the Capitol); Lester



A renowned flag from Post 487, St. Paul

Jacobsen, one of the surviving brothers of the three who gave their lives in service; and Dep't VCmdr Dorothy Lunn.

Post 290, Stafford, Va., contributed a flagpole and a flag to the local ballfield. Shown here for the dedication ceremonies, witnessed by about 200 people, are Post Cmdr James Butler and Auxiliary President Evelyn Dittman attaching the dedication plaque to the base.



Post 290, Va.: flag to ballfield

Donald Kent, left in photo, then **Post 225 Cmdr**, presented two flags to Mayor James Gessell of the village of **Forest Lake, Minn.** At right is 1st VCmdr Fran Forsy, who made a personal donation of one of the flags to the village.



Two flags for Forest Lake, Minn.

Post 788, Hilton, N.Y., presented to New Hilton Central H.S. 24 flags—one for each classroom. In the past 10 years, the post has given 56 flags to grammar schools, Boys Scouts, Girl Scouts, and two high schools. In the photo, the then Post Cmdr. Leland Hendershot, at right, presents the initial flag to School Board Chmn John Klock, a post member.

Presentation was during half-time ceremonies at a school basketball game.



Post 788, N.Y.: a flag for each class

Post 518, Orbisonia, Pa., Cmdr William Covert, second from left in photo,



Post 518, Pa.: a flag and a flagpole

presents a flag and flagpole to Harold Kimmel, board of directors chmn for the Southern Huntingdon Co. Medical Services Center. The post erected the flagpole and obtained from Congressman E.G. Shuster the flag which was flown over the nation's Capitol. VCmdr Harry Smith is at left and Gerald Donaldson, MSC director, right.

BOSCO STUDIO, FARRELL, PA.



Post 160, Pa.: \$400 worth of flag gifts.

Post 160, Farrell, Pa., presented a 5x8-foot outdoor flag to Our Lady of Fatima School. Accepting the flag from Post Cmdr Emmet McWhertor (third from left in photo) and Finance Officer Arthur Vermeire (at left) is Sister Natali Rossi, School principal. At the ceremony, raising the flag were students Ronald Rea and (at right) Bill Jones.

Children's Aid in Ponca City

The American Legion Children's Home in Ponca City, Okla., shelters

veterans' children who have been placed in the home by the courts and who are in one or more of three categories—neglected, in need of supervision, and delinquent.

"Sometimes," says Earl Summers, the superintendent, who runs the Home aided by his wife, Lolabelle, "you are going to have among these some who are emotionally disturbed."

Supt. Summers praises the help given by the Ponca City community. Doctors and dentists donate services. About 25 people give two or three hours of volunteer work per week. The city and the schools and churches, says Summers, have cooperated in great fashion.

What Supt. Summers is aiming for is an intake and counseling center to receive the incoming children. This would help identify those with emotional problems before they enter the group.

BRIEFLY NOTED

Minnesota's Second District Legion has raised over \$145,000 for the benefit of crippled children from all over the state. The gifts to the Crippled Children's School, Inc., are making possible special school facilities for an enrollment of 54 students per year and providing sheltered employment for 71 disadvantaged adults. Through these programs the handicapped are receiving job counseling, a work experience and social adjustment to prepare them for a better tomorrow. This was experienced by a lady who spent 27 years of her life confined to a state institution. Now, since participating in this program, she has received her first pay check and with her earnings has made her first airplane trip to California, by herself.

More than 2,000 underprivileged children from the Inter-City, Detroit, Mich., schools were treated to a day at the Shrine Circus by the Detroit Districts Assoc. Legion posts. Jim Ponton of Post 113 was chairman of the event.

Legionnaires and Auxiliaries in Utah's District 1 annually provide a home-cooked meal and entertainment for patients from Fort Douglas VA Hospital in Salt Lake City (two groups this year) who pay a sleigh-ride visit to several hundred elk at Hardware Ranch. Two teams of Clydesdale horses work all day hauling visitors among the great elk, which are tame enough and hungry enough to be hand fed at that time. The animals are fed during the winter by the Utah Fish and Game Dep't.

One hundred and sixty Utah Legionnaires and 28 Auxiliaries served as security guards and in other capacities at

the annual March of Dimes Telethon in Salt Lake City. Also, 49 Boys' Staters served as ushers. All participants were contributors.

The Industrial College of the Armed Forces recently conducted a Seminar for the Reserve and Nat'l Guard officers of the Southeastern Area at Middle Tennessee State Univ. in Murfreesboro. Legion Nat'l Cmdr Robert Eaton delivered the closing address.



Massachusetts Legionnaire honored.

The nation's oldest living recipient of the Medal of Honor, William Seach, 96, of South Weymouth, Mass., was presented with a life membership in the Nat'l Medal of Honor Society by Charles MacGillvary, of Braintree, president of the organization. Seach was awarded the Medal of Honor for his gallantry in North China in June 1900 as a member of a naval landing party which performed scouting duties as part of the Peking Relief Expedition during the Boxer Rebellion in China. Mr. MacGillvary was awarded the Medal of Honor for "his indomitable fighting spirit, great initiative and utter disregard for his own personal safety in the face of powerful enemy resistance" as he single-handedly attacked and destroyed German machine gun nests near Woelfling, France, during the Battle of the Bulge (WW2). Both Seach and MacGillvary are life members of the Massachusetts Legion.

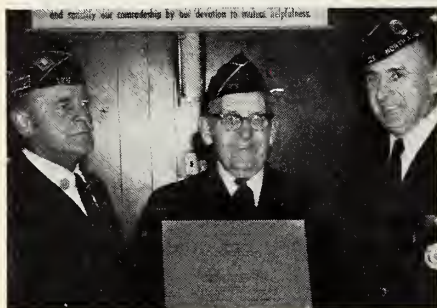
POSTS IN ACTION

Veterans living in California's Saddleback Valley, who have service-connected disabilities and are in need of outpatient treatment and medicine, no longer have to make a trip to the VA Hospital in Long Beach or La Jolla to receive medical services paid for by the Veterans Administration. To assist veterans needing medical care for service-incurred disabilities, Laguna Hills Post 257 established a Veterans Medical Assistance Center (VMAC) at the hospital medical center. Post volunteers manned the VMAC for more than a year until the volume of veterans applying for aid be-

NEWS

came so great that Robert Berry, then commander of the post, asked for professional help from Ben de Leon, service officer, Orange County Veterans Service Center, Santa Ana. Doctors in Saddleback Community Hospital's medical center in Laguna Hills now are authorized to treat disabled veterans and prescribe necessary medicines for payment by the VA. The Laguna Hills VMAC is under the direction of Paul Denny, service officer of Post 257. The present commander is Joseph Smith.

Post 125, North Adams, Mass., was presented the 1974 Human Relations Award from the Northern Berkshire Chapter



Post wins 1974 Human Relations Award.

of the Nat'l Conference of Christians and Jews. Recognition was for community service in numerous ways, including the providing of dinners on Christmas Day to persons without families, regardless of race, creed or social status. From a start of 43 dinners, the number has risen to over 150 on the Christmas holiday with a total of over 1,500 given, with Legionnaires leaving their own homes and families to provide the good will service. In the photo, l. to rt., are Post Cmdr Robert Falipeau, PPCmdr William Callahan, with award, and Past Dist. 1 Cmdr Joseph Cariddi.



Lt. Gen. W.G. Dolvin, Cmdg Gen., U.S. Army Japan, accepts membership card from Spec. 6 H.L. Jones, cmdr, Post 38, Camp Zama, as he joins that organization. Spec. 5 G.R. Simons, Sen. VC, is at right in scene in general's office.

Post 1, Memphis, Tenn., donated a closed circuit TV camera and video tape equipment and a screen for a theater to the Veterans Hospital in Memphis. L. to rt. in the photo are Reynolds Doris, projectionist; Post Cmdr John Emerson;



Post 1, Memphis: closed circuit TV gift

Larry Rowe, in charge of hospital recreation; and VCcmdr Bennie Leviton.

An electric, self-propelled wheel chair was presented by **Post 712**, the All-Elks Post, to the Veterans Administration Hospital on First Ave. in New York, N.Y. It is the only ESP chair in the hospital. In the photo, l. to rt., are: David Ser, Acting Coordinator, Rehabilitation Medicine Service; Herbert Diepold, Post Cmdr; Tullio Fuligni, Past Cmdr; James Farsetta, Adm. Asst. to Chief of Staff; William Ahearn; Dominick Trapani, patient in chair; Arthur Freed, VC and Secretary of Lodge #1, B.P.-O.E.; Dr. Jacob Brickman, Acting Chief, Rehab. Medicine Serv.; Guido Michelini, Exalted Ruler, Lodge #1; and Thomas Higgins, Past Cmdr.



Gift to VA Hospital by Post 712, N.Y.

To help alleviate the suffering of the victims of the tornado that struck the little town of Guin, Ala., **Post 19, Orlando, Fla.,** donated \$1,000 to be distributed by **Post 100, Winfield, Ala.,** which is six miles from the disaster area.

First VCcmdr Dave Pedersen of **Bitburg AB, Germany, Post 20**, presented a check for \$345 to Frau Erna Wuller of the 36th Supply Sqdn, 36th Tactical Ftr

Wing, USAF, for support of the St. Irminen Orphanage in Trier. The post is located on Highway B50 near Duddeldorf. From left in the photo are R.D. Sanders, 36th Supply accounting officer; Pedersen; Frau Wuller; and Lt Col F. Cummings, chief of Supply.



Post 20, Germany, aids Trier orphanage.

Tahlequah Post 135, Okla., hosted the 10th Annual Illinois River Canoe Races on June 1 and 2. Fifteen races were featured with individual trophies to the first three places. In the photo, Dep't Cmdr Bill Baggett and Co-Chmn Stanley Brown and Tom Davis hold the traveling plaque intended for the post winning the American Legion race (200 yards).



Plaque is prize for Legion canoe race.

Post 80, Downers Grove, Ill., watching over graves of comrades from all wars, has kept records on veterans in eight cemeteries, holding services on Memorial Day for 55 years. When headstones are old, some names wear off and necessitate replacing the grave marker. Through the help of the Downers Grove Historical Society and Herbert Morrison, Post Service Officer, a new grave marker was ordered for Israel Blackburn, a Civil War veteran who had no relatives in Downers Grove. The headstone, weighing about 200 pounds, was delivered to Morrison's home, since the Main Street Cemetery has no caretaker and is looked after by the Historical Society. Post members placed the new stone in the ground and removed and destroyed the old one. The completion of this task from start to finish took nearly a year. First Sgt Blackburn is one of many Civil War veterans buried here. Born in 1818, he came from Fayette, Ky., enlisted in the Army (1865), settled in Downers Grove (1871)—one of the pioneer black families here.

American Legion Life Insurance Month Ending Mar. 31, 1974

Benefits paid Jan. 1-Mar. 31, 1974..\$	567,990
Benefits paid since April 1958.....	16,100,725
Basic units in force (number).....	132,831
New Applications approved since	
Jan. 1, 1974	875
New Applications declined.....	134
New Applications suspended	
(applicant failed to return	
health form)	60

American Legion Life Insurance is an official program of The American Legion, adopted by the National Executive Committee, 1958. It is decreasing term insurance, issued on application to paid-up members of The American Legion subject to approval based on health and employment statement. Death benefits range from \$40,000 (four units up through age 29) (25 in Ohio) to \$1,000 in decreasing steps. Protection no longer stops at age 75, coverage may be carried for life as long as the annual premium is paid, the insured remains a member of The American Legion, and the Plan stays in effect. Available up to four units at a flat rate of \$24 per unit a year on a calendar year basis, prorated during the first year at \$2 a month per unit for insurance approved after January 1. Underwritten by two commercial life insurance companies, the Occidental Life Insurance Co. of California and United States Life Insurance Co. in the City of New York. American Legion Insurance Trust Fund is managed by trustees operating under the laws of Missouri. No other insurance may use the full words "American Legion." Administered by The American Legion Life Insurance Division, P.O. Box 5609, Chicago, Illinois 60680, to which write for more details.

Post 498, Rochester, Pa., offered to sponsor one Borough of Rochester patrolman's police dog for one year, paying all costs.

Over \$1,200 was raised by **Post 58, Belleville, Ill.**, by a drawing for a color TV set. The money was for Clifford Stevenson, presently ill with leukemia.



Mural for Mandan, N.D., Post 40

A 7x21-foot acrylic mural, covered with a waterproof acrylic varnish, has been completed on a wall at the Legion Club of **Post 40, Mandan, N.D.**, by Mandan artist Caroline Conrath. Completing the mural are realistic American and Legion flags and the Legion emblem, all on a background of land, sea and air to coordinate the five branches of service. The design for the mural, painted on canvas, was recommended by the post's Building and Maintenance Committee and voted on by the membership.

PEOPLE IN THE NEWS

Gabriel T. Olga, of Boston, Mass., Past Nat'l Vice Cmdr, currently serving on

the Legion's Nat'l Economic Commission, who underwent surgery; he was recuperating satisfactorily in the intensive care unit of Massachusetts General Hospital.

Michigan Governor **William Milliken**, honored by the Dep't of New Jersey; he was given a special plaque in recognition of his efforts in saving the lives of two New Jersey residents whose boat capsized on a lake near the Governor's home. Attending the presentation were Legion Nat'l Cmdr Robert E.L. Eaton, Michigan Dep't Cmdr Charles Larson, New Jersey Dep't Cmdr Bob Bohn, and Nat'l Auxiliary President Mrs. Burford Jarrett. Presentation of the plaque was the idea of Princeton Post 76er Frank Tylus. Tony Rago of Post 76 did the art work.

Legionnaire Judge **Robert J. Stolarik**, New City, N.Y., appointed by Gov. Malcolm Wilson, also a Legionnaire, as



Gov. Wilson (l.) and Judge Stolarik

County Court Judge of Rockland County.

James A. Little, Portland, Ore., appointed Dep't Service Officer, replacing Harry W. Stephens.

Roderick J. O'Connor, Director of Volunteers, VA Hospital, Albany, N.Y., honored for 30 years service to veterans and hospitalized veterans at a dinner by the Dep't of New York Rehabilitation Committee. In the photo, l. to rt.: William Kelly, Dep't Cmdr, presenting the award; O'Connor; Nat'l Cmdr Robert



O'Connor honored for 30 years service.

Eaton; and Edward Klimek, Dep't PR officer.

Howard E. (Bill) Reed, 80, of Denver, Colo., Past Dep't Cmdr (1930-31), awarded the Pioneer commendation of the 10th annual Colorado Sports Hall of Fame banquet. He was a prominent all-around athlete (12 varsity letters at Monmouth College) and successful coach in football and track. He retired in 1968 as head of the state selective service system, holding the rank of brigadier general in the Nat'l Guard.

DEATHS

Joseph C. Fitts, of Ridgewood, N.J., Past Dep't Cmdr (1945-46).

Randel Shake, 63, of Indianapolis, Ind., former director of the Legion's Nat'l Child Welfare Div., following a brief illness. A WW2 Navy veteran, he joined the Legion's Nat'l Hq Staff on Jan. 1, 1946 with the then Nat'l Child Welfare Div. In May 1950 he was named division director and held that position until the fall of 1971 when the Americanism and Children & Youth Divs. were combined for administrative purposes, at which time he was named a consultant to the A-C&Y Div., a position which he held until his retirement on Nov. 1, 1973.

Charles A. Park, Dep't Cmdr of the Philippines; he served as Nat'l Executive Committeeman, 1965-66, and was Dep't Adjutant in 1961-62. At the time of his death he was a vice chairman of the Nat'l Americanism Council.

Luther Johnson, husband of Past Nat'l President of The American Legion Auxiliary Mrs. Lucile Johnson (1963-64).

Mrs. Alexander Gardiner, 77, of Fairfield, Conn., wife of Alexander (Larry) Gardiner, former editor of The American Legion Magazine.

LIFE MEMBERSHIPS

The award of a life membership to a Legionnaire by his Post is a testimonial by those who know him best that he has served The American Legion well.

Below are listed some of the previously unpublished life membership Post awards that have been reported to the editors. They are arranged by States or Departments.

J. L. Mize, **Frank I. Bowie**, **Charles M. Cheek**, **Mable Cheek** and **Edward L. Farrar** (all 1974) Post 43, Birmingham, Ala.

John H. Helton and **Omar H. Boyd** (both 1973) Post 44, Gulf Shores, Ala.

Harry W. Ansel (1974) Post 43, Hollywood, Calif.

Arthur C. Ames, **Wilson E. Black** and **John P. Murphy** (all 1974) Post 117, San Leandro, Calif.

Howard E. King and **Joseph U. MacCartney** (both 1974) Post 314, Hawthorne, Calif.

Edward Demoretz (1949), **Joseph C. August-**

time, Jr. (1957), Ernest J. Wheeler (1960), Dr. Everett L. Price (1970) and Frederick C. Ladin (1973) Post 335, South Gate, Calif.
 Hugh T. Wilson and Bert West (both 1974) Post 436, Los Angeles, Calif.
 Clyde J. Abbey (1974) Post 561, Los Angeles, Calif.
 Preston Johnson, Jerry Madden, Lowell Mills, Alex Onufrock (all 1973) and Raymond W. Reily (1973) Post 6, Colorado Springs, Colo.
 Harold McGucken (1974) Post 5, Tampa, Fla.
 William A. Jackman, Wilford Johnson, Morgan Johnson, James B. Livingstone and Philip B. Lundberg (all 1968) Post 66, DeKalb, Ill.
 Anthony Overton, 3rd, Fletcher M. Perry and Milas Stephen (all 1974) Post 87, Chicago, Ill.
 Vernon L. Reck, E. J. Roberts, Ralph Rouse, E. J. Schulenburg and Roy L. Roberts (all 1969) Post 210, Danville, Ill.
 James W. Heylman, Aaron F. Kelly, Dasmier Kruchinski, William Krueger and Andrew T. Beckley (all 1973) Post 327, DePue, Ill.
 George W. Dunne (1974) Post 949, Chicago, Ill.
 Fred Baughman, L. S. Brumbaugh, Arthur Russell, Harold Shauck and Harold G. Sellers, Sr. (all 1968) Post 86, Kendallville, Ind.
 Ira Garrison, Joseph McGuill, Sr. and Walter T. Muff (all 1973) Post 64, Sioux City, Iowa
 Moody Isaacson, John Landsperger, Dr. H. M. Parrott, Haley J. Scott and John C. Sloan (all 1974) Post 136, Albia, Iowa
 Earl Dodd Smalley (1970) Post 177, Mt. Auburn, Iowa
 Fred D. Dysinger, Willard H. Fisher, Newell H. Foster, Edwin R. Francis and Maurice A. Gallagher (all 1973) Post 42, Damariscotta, Me.
 Warren R. Downs (1974) Post 105, Newport, Me.
 Abraham Avergun (1973), William J. Bailey (1971), George L. Bishop, Patrick E. Carr and James P. Casey (all 1973) Post 67, South Boston, Mass.
 John E. Riley (1974) Post 279, Auburn, Mass.
 Gust Ingebretsen, H. E. Hensen, Harry R. Jensen, A.R. Jepson and John C. Kennedy (all 1974) Post 96, Hutchinson, Minn.
 Arthur N. Dille (1973) Post 304, Gonvick, Minn.
 Richard L. Sewall and John F. McGranahan (both 1974) Post 2, Manchester, New Hamp.
 Russell A. Dietsch, James T. Moran and Robert Powell (all 1973) Post 306, Middlesex, N.J.
 Herman Pfeffer (1974) Post 30, Albany, N.Y.
 John A. Hering, James J. McEvoy, Chester P. Smith and Clarence Van Alstyne (all 1973) Post 184, Hudson, N.Y.
 Albert J. Zophy (1974) Post 230, Sherrill, N.Y.
 Henry E. Maitland (1973) Post 291, Greenville, N.Y.
 Donald H. Coughlin, Everett A. Yenson and Warren A. Keidel (all 1974) Post 332, Batavia, N.Y.
 Lloyd R. Russell, Samuel Drayton, George P. Hall, Hon. Donald M. Waesche and Robert H. Dunham (all 1974) Post 719, Governors Is., N.Y.
 John C. McCarthy (1974) Post 927, Green Island, N.Y.
 Raymond C. Adams (1974) Post 954, Churchville, N.Y.
 Charles H. Congdon (1973) Post 1424, Forest Hills, N.Y.
 Kenneth K. Carpenter (1974) Post 1792, Scottsburg, N.Y.
 Anthony R. Landi, Anthony S. Gambino, William J. Martin, Patrick J. LoRusso and John L. Fopeano (all 1974) Post 1873, Bklyn, N.Y.
 Henry Hanson, Wesley J. Wopsehall (both 1974) Post 96, Powers Lake, N.D.
 Frank Hauck, Harry L. Hines, Elton Mosbacher, Ecton Myers and Ernest E. Weak (all 1974) Post 288, Williamsburg, O.
 William C. Basom, Vernon Bensinger, L. E. Cash, Dean E. Hartzell and Elmer H. Sanders (all 1974) Post 523, Lodi, O.
 Peter P. Pett, Morris W. Hilliker (both 1961), Clinton J. Patchen (1973) and Stanley Water (1974) Post 285, Waterford, Pa.
 John R. Mullen, Alfred P. Lesko (both 1974), William J. Hribal (1973), George C. Brown (1971) and Paul Carney (1973) Post 423, Masontown, Pa.
 William R. Moore, Sr., August Parilli, Alex Rudnicki, W. Clyde Russell and Louis Sayres (all 1973) Post 498, Rochester, Pa.
 Gardner Smith, Carl H. Stewart, William J. Sweeney, Jr., Sidney L. M. Taylor and Henry S. Thompson (all 1972) Post 507, Norwood, Pa.
 Eugene L. Lieb (1973) Post 10, Clark Air Base, P.I.
 Robert T. Whitehead, Jr. and J. C. Graham (both 1974) Post 73, Lake City, S. C.
 Lloyd Larson and William Rossow (both 1973) Post 207, Stratford, S.D.

Frank M. McCown (1974) Post 205, Harlingen, Tex.
 Luther W. Davis (1974), Ona E. Henley, Philip L. Karrer (both 1970) and Paul V. Stewart (1965) Post 399, San Antonio, Tex.
 Thomas McDeavitt, Harry O'Brien (Deceased), William Rudd (all 1973) and Dr. Carleton B. Orton (1974) Post 59, Waterbury, Ver.
 Ernst John Watts (1974) Post 95, Delavan, Wis.

Life Memberships are accepted for publication only on an official form, which we provide. Reports received only from Commander, Adjutant or Finance Officer of Post which awarded the life membership.

They may get form by sending stamped, self-addressed return envelope to:
 "L.M. Form, American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019."

On a corner of the return envelope write the number of names you wish to report. No written letter necessary to get forms.



Carlton Measley, center, president of Blue Devils Booster Club, Hammonton, N.J., presents plaque to Charles Myers, left, chaplain of Post 186, for his outstanding, unselfish service to young people. At right: Thomas Brown, PCmdr.

COMRADES IN DISTRESS

Readers who can help these veterans are urged to do so. Usually a statement is needed in support of a VA claim.

Notices are run only at the request of American Legion Service Officers representing claimants, using Search For Witness Forms available only from State Legion Service Officers.

508th Port Bn, Co C (Fort Lawton, Wash., Mar., April, May 1943)—Need information from Marino, Gugliotto, Diano and Gallina and any other comrades who recall that James J. Noah received treatment for back condition (x-rays, etc. 4-22-43) and sinus condition (5-10-43), and that he injured his back while unloading fuel drums and suffered from the damp climate which affected his sinus, back and legs. Write "CD218, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019."

33rd Ftr Gp, 58th Ftr Sq (Thelepte, No. Africa Dec. 1942)—Need information from Sgt Draper, Delpet, Turner and other comrades who recall that James J. Steffen suffered injuries to hips, lower back and nerves from bombings. Write "CD219, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

715th Art'y AA (Pleiku, Vietnam 1970-71)—Need to hear from medic Mintoya (Colo.) to the effect that he received complaints from and treated knees of Larry A. DeHerrera. Need any helpful information to this effect from any other comrades. Write "CD220, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

Army 164th Depot Brigade (Nov. 1917)—Need information from any comrade who recalls that Clinton Carl Denny, discharged with disability, had heart condition, injury or sickness. Write "CD221, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

USS Hornet (CVA12, at sea, March 1955)—Need information from any comrades who recall that Sheldon Ainsworth, Jr., while answering a GQ call with four other men, collided with two men going in the opposite direction. The resultant accident threw four men on top of Ainsworth down a ladder and injured his back. Write "CD222, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

NEW POSTS

The American Legion has recently chartered the following new posts:

Chase & Nelson Post 71, Indian Wells, **Ariz.**; Windon Ford Post 343, Redfield, **Ark.**; North Port Post 254, North Port Charlotte, **Fla.**; Mont Morenci Post 506, Mont Morenci, **Ind.**; Gladstone Post 626, Gladstone, **Mo.**; Maurice Maes & Nash T. Sanchez Post 122, Albuquerque, **N.M.**; Robert S. Kerr Post 228, Edmond, **Okla.**; USS Batfish Memorial Post 241, Muskogee, **Okla.**; Calabree-Gussin Post 931, Philadelphia, **Pa.**; Iowa Park Post 637, Iowa Park, **Tex.**; Big Thicket Post 638, Kountze, **Tex.**, and Andrew Blackhawk Post 129, Black River Falls, **Wis.**

OUTFIT REUNIONS

Reunion will be held in month indicated. For particulars write person whose address is given.

Notices accepted on official forms only. For form send stamped, addressed return envelope to O. R. Form, American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019. Notices should be received at least five months before scheduled reunion. No written letter necessary to get form.

Earliest submission favored when volume of requests is too great to print all.

ARMY

1st Div—(Aug) J.C. Pennington, Colonel, AGC, Deputy, The Adjutant General, Washington, D.C. 20314
 1st Med Reg't & 32nd Bn (Carlisle Bar, Pa.)—(Aug) Thomas Mahon, 1194 Thomas Rd., Wayne, Pa. 19087
 4th Field Hosp—(Aug) Dan McFarland, RR #3, New Hampton, Iowa 50659
 5th Arm'd (Midwest)—(Sept) Henry Langenberg, Hoskins, Neb. 68740
 7th Field Art'y—(Sept) David Foran, 9 Arwack Dr., E. Hartford, Conn. 06118
 9th Ord Co MM—(Aug) George Miller, 4304 Donnelly Rd., Anderson, Ind. 46013
 9th & 10th Cav—(July) Albert Bly, P.O. Box 6027, Kansas City, Mo. 64110
 11th Inf—(July) Henry Messett, 2118 Gardner Rd., Westchester, Ill. 60153
 30th Div (NY, NJ Chapter)—(Sept) Hubert Michels, 69 Bushwick Ave., Central Islip, L.I., N.Y. 11722
 34th Div—(Sept) Secretary, 34th Inf Div Assoc., P.O. Box 616, Des Moines, Ia. 50303
 37th QM Co—(Sept) Robert Beuck, 6350 Oberlin Rd., Amherst, O. 44001
 38th Eng Reg't—(Aug) Lawrence Buffington, 3835 Keswick Rd., Baltimore, Md.
 38th Inf, Co A (WW2)—(Aug) Charles Reber, 236 N. Franklin St., Lancaster, Pa. 17602
 54th Sig Bn—(Aug) J. Skillman, 331 Calais Dr., Pinole, Ca. 94564
 55th QM Base Depot (Fort Lee, England, France)—(June) Carl Keller, Jr., 3348 Lancelot Rd., Petersburg, Va. 23803
 56th Pioneer Inf (WW1)—(Aug) Mrs. Jonas Smith, 4911 N. Marvine St., Philadelphia, Pa. 19141
 65th Sig Bn, Co A—(Aug) Troy Spear, P.O. Box 8, Burkesville, Ky. 42717
 66th Div PVD (WW2)—(June 1975) Robert Hesse, 26 E. Curtis St., Linden, N.J. 07036
 69th Sig Bn—(July) James Adams, 24 Paine Ave., Cranston, R.I. 02910
 70th Armor, 3rd Bn, Co B (1964-67)—(Aug) Randall Paymal, 1632 W. 6th, Hastings, Neb. 68901
 82nd Airborne Div—(Aug) Carl Davis, 159 Gibson Ave., Mansfield, O. 44907
 88th Div—(Aug) Peter Montagnoli, 5246 Bixler Ave., Lakewood, Calif. 90712
 93rd AFA Bn—(June) Robert Mills (Apt. #103), 13720 E. 7 Mile Rd., Detroit, Mich. 48205
 100th Div—(Sept) Anthony Tom, 136 Grand View Ave., Bridgeport, Conn. 06606
 103rd QM Reg't, 728th Ord Co & Co E—(Aug) Samuel Kessel, R.D. #3, Gettysburg, Pa. 17325
 104th Cav—(Sept) R. Moyer, 2860 N. Progress Ave., Harrisburg, Pa. 17110
 104th Div (WW2)—(Aug) Leo Goodkind, 9101 F. St., Omaha, Neb. 68127
 110th Field Art'y, Bat A (WW2)—(Sept) Hank Crawford, 1820 E. 32nd St., Baltimore, Md. 21218



Cmdr Bruce Drake, Post 29, Dover-Foxcroft, Me., presents \$1,000 check to Robert Thorne, Music Supervisor, Foxcroft Academy Concert Band, to enable group to represent U.S. in competition in Romania. Post also gave two \$100 scholarships to Academy's June grads.

113th Eng (WW1)—(Sept) Glen McCool, 1820 E. Sycamore St., Kokomo, Ind. 46901
 129th Field Art'y, Bats C & E (WW1)—(Sept) W. Myers, 5200 Harvard Ave., Kansas City, Mo. 64133
 151st Inf, Cannon Co—(June) Robert Knippenberg, 182 W. 4th St., Aurora, Ind. 47001
 152nd Inf, Co L—(Aug) Fred Kirkendall, 109 Meri-Mac, Warsaw, Ind. 46580
 158th Field Art'y, Bat A—(July) Donald McAllister, R#6, Box 79, Ponca City, Okla. 74601
 158th Inf—(Sept) Jack Medd Jr., P.O. Box 11, Yarnell, Ariz. 85362
 165th Eng Combat Bn—(Aug) Harvey Mitchell, Post Office, Burlington, N.C.
 166th Field Art'y Bn, Bat C & 938th FaBn (WW2)—(June) C. Slater, Wilson Rd., RD2, Phoenixville, Pa. 19460
 168th Inf, Co E Iowa Ng (WW2)—(Sept) Dale Castle, Box 267, Shenandoah, Ia. 51601
 170th Combat Eng, Co C—(Sept) Oscar Heitner, 730 Alleghany Dr., Lemay, Mo. 63125
 205th Eng (Formerly 50th), Co E—(July) Art Robles, 8-MacGregor, Pueblo, Colo. 81001
 217th AAA, Bat C—(July) Ray Lund, Box 201, Alexandria, Minn. 56308
 229th Field Art'y, Bat B—(Sept) Roland Davis, 7403 Hancock Ave., Takoma Park, Md. 20012
 266th Field Art'y, Bat B—(July) Gus Seftas, 32 Petrak St., Charleroi, Pa. 15022
 273 Field Art'y Bn (WW2)—(Aug) Jack Kirby, 2335 N. Pierce, Springfield, Mo. 65803
 279th Eng Combat Bn—(Aug) Harold VanHorn, 3111 Tyson Ave., Tampa, Fla. 33611
 280th Field Art'y Bn—(July) Everette VanWinkle, 2502 Termino, Long Beach, Calif. 90815
 295th Eng Combat Bn (WW2)—(Sept) George Brindle, 423 Agatha St., Pitcairn, Pa. 15140
 308th Motor Sup Tr (WW1)—(Aug) Glenn Norton, 4289 Stoney Brook Dr., N.E., Warren, O. 44484
 309th, 310th, 311th—(July) Arthur Mertens, 3838 W. 87th St., Chicago, Ill. 60652
 310 Sig Oper Bn—(Sept) Victor Aiello, 605 E. Center St., Johnsonburg, Pa. 15845
 311th Field Art'y, Bat D (WW1)—(Aug) Phil Cusick, 1035 S. Hanover St., Nanticoke, Pa. 18634
 322nd Inf, 2nd Bn, HqCo—(Sept) Dennie Hays, Box 8, Ava, Mo. 65608
 327th Field Art'y (WW1)—(Sept) Tracy Tackett, 322 N. Madison, Taylorville, Ill.
 338th Inf, Co E—(Aug) Richard Finch, 11 Garden Dr., LaGrange Park, Ill. 60525
 351st Inf, Co I (WW1)—(Sept) Chester Comer, Bussey, Iowa 50044
 351st Inf, Mach Gun Co—(Sept) Roy Overmyer, Fontanelle, Iowa 50846
 355th Inf (WW1)—(Sept) Chas. Spalding, 1827 E. Bermuda Dr., Lincoln, Neb. 68506
 411th Reg't, Anti-Tank Co—(Aug) George Welch, 1990-15th Ave., Marion, Iowa 52302
 432nd Sig Const Bn—(Sept) Carl Guyton, Apt 82, Winthrop W., Defiance, O. 43512
 451st Amphib Truck Co—(July) Al Madrigal, 2023 Market St., Blue Island, Ill. 60406
 466th AAA Bn—(July) Louis Carrington, 133 New St., Staten Island, N.Y.
 472nd Field Art'y Bn & Para-Glider Bn—(July) Julian Panek, 3334 Demmler St., McKeesport, Pa. 15131
 503rd Pch't Reg't Ct—(July) Lowell Bjella, 209 America Ave., Bemidji, Minn. 56601
 531st Eng Shore Reg't—(July) Robert Custer, 8811 Washington St., Niles, Ill. 60648
 549th AAA, Bat B—(Aug) Frank Watry, 1909 Bell Rd., Niles, Mich. 49120
 591st Field Art'y Bn, Bat A—(Aug) Joseph Meola, 12 Meola Rd., Congers, N.Y. 10920

611th Eng Lt Equip Co—(Aug) Leslie Bate-man, P.O. Box 145, Shelley, Idaho 83274
 627th QM Co—(Sept) Dale Griffith, R#1, Box 174, Lewis, Ind. 47858
 643rd Tank Dest Bn (WW2)—(Sept) John Wesenberg, P.O. Box 623, Church St., Sta., New York, N.Y. 10008
 676th Med Coll Co—(Aug) Charles Place, Box 28, Mt. Lake Rd., Belvidere, N.J. 07823
 689th Ord Ammo Co—(Sept) Robert Kneisly, 542 Lewis Dr., Fairborn, O. 45324
 714th Rwy Oper Bn (WW2, Korea)—(Sept) Maurice Sullivan, 805 No. Lincoln Ave., Casper, Wyo. 82601
 719th Rwy Oper Bn (WW2)—(Sept) Rodney Runsteen, 12620 W. Dodge Rd., Omaha, Neb. 68154
 721st Eng Depot Co—(Sept) Clayton Steffen, 5935 Monks Rd., Canadaigua, N.Y. 14424
 757th Eng Parts Sup Co—(July) Phil Stewart, 511 N. 73rd St., Omaha, Neb. 68114
 761st Field Art'y Bn (WW2)—(Aug) William Cockerill, 118½ Watson, Scranton, Pa. 18504
 772nd Tank Dest Bn—(Sept) Fred Van Antwerp, c/o Office of Civil Defense, 117 W. Harris St., Charlotte, Mich. 48813
 775th Field Art'y Bn—(Sept) Walter Carroll, R #1 Bx 244, Anderson, Ind. 46011
 822nd MP Co—(Sept) Harold Dixon, P.O. Box 515, Calhoun Falls, S.C. 29628
 832nd Avn Eng Bn, Cos H & S,A,B & C—(July) James Balentine, 3133 June Dr., Charlotte, N.C. 28205
 836th Sig RR Co (Fall 1950)—(Sept) Harper Godwin, P.O. Box 83, Kenly, N.C. 27542
 938th Field Art'y Bn, Hq Bat—(Aug) Albert Metcalfe, Rt. 1 Box 303, Mercersburg, Pa. 17236
 957th HAM Co—(Sept) Clayton Dearborn, 37 Bow St., Duxburg, Mass. 02332
 977th Eng Maint Co—(Aug) Don Frank, 7210 Arrowwood Rd., Louisville, Ky. 40222



A check for \$400 passes from Post 560, Houston, Texas, to the Heights Parents Community Center for Youth. L to R are R.C. Burns, co-ordinator; William Dalton, Adjutant, handing check to W.L. Mayhew, founder/manager of the HPCYC; & State Rep./Co-ordinator Ron Waters.

1127th & 1400th MP—(July) Frank Farina, 1001 Serrill Ave., Yeaton, Pa. 19050
 1345th Eng, Co B; 69th CA, Bat F; 862nd AAA Bn, Bat B—(July) Leroy Lemke, 118 W. 2nd St., Sandwich, Ill. 60548
 American Balloon Corps—(Sept) Herbert Haines, 2522 Cubb Rd., Jackson, Mich. 49203
 Bataan & Corregidor Ex-Pows—(Aug) Wayne Carringer, Fontana Dam, N.C. 28733
 Puget Sound Warriors, Coast Art'y Corps (WW1)—(Sept) Joe Brown, 5325 Florence Blvd #1, Omaha, Neb. 68110
 World Wars Tank Corps—(Sept) Warren Demlin, 4623 W. End Ave., Pennsauken, N.J. 48176

NAVY

15th Seabees—(July) Kenneth Haas, 518 4th St., Braddock, Pa. 15104
 19th Seabees—(Sept) Herbert McCallen, 97 Lawrence Pk Cres, Bronxville, N.Y. 10708
 20th Seabees—(Aug) Lester Fehr, Rt 2 Box 90, Pine Grove, Pa. 17963
 23rd Marines, Co K (WW2)—(Aug) Bob Gerling, 6001 Ranchwood, St. Louis, Mo. 63123
 52nd Seabees—(Aug) Kenneth Thompson, 880 Kipling Dr., Nashville, Tenn. 37217
 62nd Seabees—(Sept) Boyd Hathaway, 4446 Harbison, Dayton, O. 45439
 63rd Seabees—(Sept) Wallace Burdick, Lakeside Dr., Charlestown, R.I. 02813
 107th Seabees—(Aug) Norman Joseph, 2020 14th Ave., Broadview, Ill. 60153
 Base 2 (Scotland 1942-45)—(Aug) Stuart Fraser, 11 Vine La., East Northport, N.Y. 11731
 LST 279—(Aug) Bernard O'Bryhim, Box 14, Overbrook, Kans. 66524
 LST 380 (WW2)—(Sept) Rudolph Gueci, 405 Talbert Ave., Simi, Calif. 93065
 Nat'l Yeomen F (WW1)—(Aug) Mabel Pease, 11104 Haines Ave., N.E., Albuquerque, N.M. 87112
 Nats Sqdn VR1 Radiomen—(Sept) C. Clavsen, 21 Jensen St., East Brunswick, NJ 08816

Navy Recruiting Sta (Milwaukee, Wis)—(Aug) Truman Schroeder, 131 W. Good Hope Rd., Milwaukee, Wis. 53217
 River Patrol Force (TF 116)—(Aug) John Williams, P.O. Box 5523, Virginia Beach, Va. 23455
 USS Anzio (CVE57)—(Aug) Paul Swander, 1741 N. 10th St., Terre Haute, Ind. 47804
 USS Borie (DD704)—(Aug) Edward Pietlock, 34 Yearsley Dr., Parkwood, Wilmington, Del. 19808
 USS Chemung—(July) Charles Webb, 3007 N. Hickory St., P.O. Box 5157, Chattanooga, Tenn. 37406
 USS Cleveland (C19, CL55, LPD7)—(July) Joe Havens, USNFR, 3627 University St., Memphis, Tenn. 38127
 USS Compton (DD705, So. Boston 1963-67)—(July) Jack Rooney, 50 Division St., Chelsea, Mass. 02148
 USS Concord (AFS 5 Past & Present Crew Members)—(Sept) Robert Smith, 413 Candlewych Rd., Camp Hill, Pa. 17011
 USS Dobbin—(Sept) Ed Hanzel, 950 Grace St., San Leandro, Calif. 94578
 USS Halibut (SS232)—(Aug) Clayton Rantz, 7379 Beachwood Dr., Mentor, O. 44060
 USS Indiana (BB58)—(July) Adam Sosnowski, 7412 Henry Ave., Philadelphia, Pa. 19128
 USS Marblehead (CL12)—(Aug) James Riddle, Box 607, Lewisville, Ark. 71845
 USS Natoma Bay (CVE 62)—(July) Bob Wall, 141 Boynton Blvd., Apt. 6, Daytona Beach, Fla. 32018
 USS Salem (CA139)—(Aug) Prof. W. Dolan, c/o Political Science Dept., Salem State College, Salem, Mass. 01970
 USS Somers (DD381)—(Sept) Lewis Bowden, Jr., 6110 Tidewater Dr., Norfolk, Va. 23509

AIR

10th Tp Carrier Sqdn—(Aug) John Diamantakos, 7216 Pine Tree Lane, Fairfield, Ala. 35064
 14th Air Force—(July) George Koran, 5555 Montgomery N.E. Suite 1, Albuquerque, NM 87100
 19th Bomb Gp—(July) Dean Anholt, 2120 E. Lakewood, Springfield, Mo. 65804
 33rd Photo Recon Sqdn—(July) James Foster, 3501 Academy Dr., Metairie, La. 70003
 90th Bomb Gp H—(July) Thomas Fetter, 133½ E. Center St., Marion, O. 43302
 138th Aero Sqdn—(Sept) Joseph Lafond, 321 Charles St., Woodburn, Ore. 97071
 376th Serv Sqdn—(July) N. Drexler, 1212 Bowen St., Oshkosh, Wis. 54901
 384th Bomb Gp—(July) Nathan Mazer, Weber Co. Ind. Dev. Bur., 2433 Adams Ave., Ogden, Utah 84401
 464th Bomb Gp (Italy, WW2)—(Aug) Henry Anderson, 4321 Miller Ave., Erie, Pa. 16509
 475th Ftr Gp—(Sept) Jack Purdy, 3026 Ridgeway Rd., Kettering, O. 45419
 485th Bomb Gp H—(Aug) William Schoultz, 532 Park Ave., Newton Falls, O. 44444
 487th Bomb Gp (WW2)—(July) D. Denbeck, O'Neill, Neb. 68763
 868th Bomb Sqdn—(Sept) Dr. Vince Splane, 3236 W. Broward Blvd., Ft. Lauderdale, Fla. 33312
 1125th MP Co Avn (S.W. Pacific)—(July) Harold Manaugh, 2516 NW 117th St., Oklahoma City, Okla. 73120
 Eagle Sqdn (Americans in RAF Sqdns 71, 121, 133 Pre-WW2)—(June) James Gray, 7283 Kolb Pl, Dublin, Calif. 94539



Sarasota Bay, Fla., Post 30 named D. William Overton Citizen of the Year for his achievements in civic, cultural, political, and business affairs. From L to R: Post Cmdr Richard Falstrom, Overton, Brig. Gen. Arnold Funk, and Post Cmdr George Forestner. Overton is president of Coast Federal Savings and Loan Assoc.

The Erie Canal

Masons threw up 27 locks in the cramped Mohawk gorge, lacing the gates with Canvass White's home-grown cement. Where needed, they built aqueducts supporting a towpath and a water-filled flume of timber which was, in fact, the canal itself. The Crescent Aqueduct, which bypassed Cohoes Falls a dozen miles from Albany, crossed from the south to the north side of the meandering Mohawk River on 26 stone piers and carried barge traffic 25 feet above the river's high-water level. It was an incredible 1,188 feet long.

Workmen bridged the turbulent Genesee River at Rochester with an aqueduct bolted and bound with iron that stretched 802 feet and had 11 masonry arches, nine of them 50 feet across. It was the longest arched bridge in America. Not far east of Rochester they grappled with the deep valley of Irondequoit Creek by throwing up an earthen, stone-faced embankment that was 70 feet high and a quarter-mile long. The canal and towpath ran on top and the creek ran through a culvert beneath it.

"There was a great deal more to the canal than met the eye," writes historian Ralph Andrist. "It was laid out so that there were streams or lakes to supply water for operating locks and to replace evaporation and leakage. The feeders bringing in this water required an elaborate system of gates and sluices, and formed a great network of small branch canals on which farmers could bring their butter and bacon by skiff to the Erie. There were waste weirs to discharge excess water in times of flood; there were more than 300 bridges that had to be built where the canal cut farmers' lands in two; and there were weigh-locks at principal points to determine toll charges."

They saved the worst for last.

NATHAN Roberts, a self-taught "engineer" in charge of the western section, cringed when he stuck a metal-tipped surveyor's rod down into the thin soil at the summit of the Niagara Escarpment. "Well, there it is," he recalled telling the fidgety contractors. "Seven miles of limestone and flint, 30 feet thick and harder than a tax collector's heart. There is no way around it. We can't carry the water over the top. We've got to go through it. What do you propose?" A man from Batavia threw down his rod. "I propose to go home and dig my potatoes."

Roberts ordered \$500 worth of blasting powder from the DuPonts instead. Experienced Irish blasters from Little Falls taught the workers how to use the black stuff, but bandaged heads were a common sight. Over-zealous blowers often didn't "hug dirt" until all the flying pieces of stone whined past. They kept at

the job just the same, cutting a deep, straight trough through the ridge with explosions that "sounded like Independence Day, Muster Day and the thunders of Doomsday all in one."

Everywhere else on the canal there were only single locks. At the eastern extremity of the Niagara obstacle, Roberts built the famous stair-stepped Lockport Five—double sets of five locks with 12-foot lifts—that

practical transportation link between East and West in business, so that you could float a cargo from Chicago to New York. The noise was deafening. Drummers thumped, fifes whistled, hawkers screamed their wares. The most popular souvenirs were saucers and silk handkerchiefs stamped with replicas of Clinton and the Lockport locks. The local militia fired so many musket volleys "that even Perry



"... Now maybe you'll stop yelling at other drivers. ..."

THE AMERICAN LEGION MAGAZINE.

simultaneously allowed boats to ascend and descend the canal's 60-foot rise, passing side by side to avoid traffic tie-ups. The long staircase of the lock gates created the impression of a five-tiered waterfall. When viewed from the bottom locks, one man said, two horses standing at the top of the cataract looked "like statues in the sky." Engineers marvel even today at how Roberts conjured up such a homespun masterpiece, much less built it with the tools at hand.

It took two years to burrow through the seven miles of cruel rock and to raise the awesome "Fives." But when the canal came out of its man-made gorge on the far side in 1825, jubilant Irishmen and strutting Yankees had every right to be proud. In less than ten years, just as predicted, the Great Western Canal sparkled with water from end to end. Few men have ever accomplished so much with so little in so short a time. The actual cost, including interest on the bonds, was a little over \$7 million.

Wednesday, October 26, 1825, was a glorious day in Buffalo. It was eight years, six months and 11 days since the legislature had approved the project. More than 1,000 pushing and shoving spectators lined the breezy waterfront, anxious to see the ribbon-cutting ceremony that put the first

might wonder if the War of 1812 had been re-declared."

Precisely at ten o'clock, Clinton clambered up a ladder to the cabin roof of the elegant red cedar packet *Seneca Chief* moored at dockside and raised his hands for silence. "The Erie Canal is declared open to navigation for its entire course, from Buffalo to Albany," he bellowed like a proud father. "May it serve the noble purpose for which the citizens of this State have built it." The packet cast off its lines and four silver-harnessed horses guided by two 16-year-old drivers slowly towed it past the cheering throngs to the canal entrance where a shivering choir sang a dedicatory anthem set to the tune of "Hail Columbia." Most people were gaping at the two paintings draped over the packet's sides—one picturing Buffalo's soon-to-be bustling harbor, the other depicting Clinton as Hercules resting from his labors.

Aboard the flagship were beaver-hatted legislators and Wright and his staff, plus a cargo of pot ashes from Detroit, flour and butter from Ohio, and two gilded maple kegs filled with Lake Erie water. Behind it came other craft. The *Young Lion of the West* was as good as a circus. Its deckside cargo included a pair of eagles, several wolves, a fox, a faun, and four raccoons. *Noah's Ark* swung

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CONTINUED

The Erie Canal

into line with a black bear and two Seneca Indian lads at the railing, followed by the *Commodore Perry*, *Superior* and *Buffalo*—all top-heavy with dignitaries making the first trip down to salt water.

There was no telegraph in those days. But a row of cannon spaced within earshot of each other stretched all the way to New York City. Buffalo artillerymen began the "Grand Salute" when the little flotilla entered the canal. Gunners ten miles away pulled their lanyards. A salvo answered in the east and passed the word along. The booms traveled the width of the state in 81 minutes flat. New York City returned the salute in 80 minutes. It was possibly the fastest transmission of long-distance news that the world had ever known.

Celebrating crowds greeted the cavalcade at every town and village along the canal. A 24-gun salute welcomed the hoarse speechmakers when they finally reached the Hudson at Albany on November 2nd. Two days later steamboats towed the *Seneca Chief* out to Sandy Hook at the entrance to New York harbor for the historic "wedding of the waters."

Two visiting British men-of-war and nearly every boat in New York harbor formed "a great circle three miles in circumference," a newsman reported, as Clinton opened his kegs of Lake Erie water and poured the contents overboard "to indicate and commemorate," in his words, "the navigable communication which has been established between our Mediterranean Sea and the Atlantic Ocean." Dr. Samuel Mitchell, the nation's foremost geographer, blessed the marriage by emptying vials of water gathered from the world's great rivers—the Nile, Ganges, Mississippi, Thames, Rhine and Danube among others—to symbolize the opening of commerce from the interior of America with nations in every part of the globe. The Britishers gave three cheers and played "Yankee Doodle." Bandsmen from West Point responded with "God Save the King." One listener remarked that both melodies sounded somewhat "off-key since neither was familiar with the other's hymns," but most on-lookers were too giddy from the heady experience to argue.

THE BEST was yet to come.

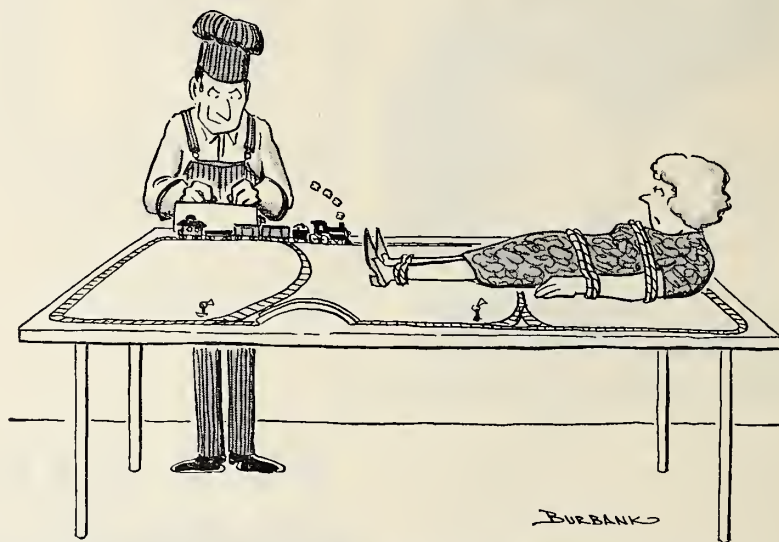
Grain, foodstuffs, timber and furs funneled into Albany, lured by the shortcut and freight rates of \$7.50 a ton from Buffalo in eight days instead of the former \$100 a ton by wagon in 20 days. Towns with nautical names sprouted like mustard seed in a wet summer all along the canal—Gasport, Brockport, Port Gibson, Middleport. A Buffalo man sold two lots along the Niagara River for \$20,000. He'd paid \$200 for them in 1815.

Rochester mushroomed into the nation's flour-milling center, its population jumping from 33 in 1817 to 13,000 by the time the Big Ditch was three years old. There was even talk of moving the capital to bustling Syracuse, which only two decades before had been such a desolate spot that "it would make an owl weep to fly over it." Toll collections in just nine years amounted to \$8,500,000—more than enough to pay off the canal's construction and interest charges of \$7,143,789 by 1833.

Westward-looking Americans who wouldn't risk overland travel pulled

at five miles an hour. But wakes washed the berms so badly that the state soon posted a speed limit—four miles an hour.

Most boats measured 80 by 14 feet, just long and wide enough to navigate the locks. Their height was limited by bridges along the way. A low-ceiling "saloon" extended the length of a passenger boat's deck and was the dining room by day. After supper, bench beds folded out from the walls and above them two tiers of frames suspended from the ceiling passed for hammocks. A drop-screen curtain separated the men from the women.



"The trouble with you, Harold, is that you never learned to think big."

THE AMERICAN LEGION MAGAZINE.

up stakes, canaled up to Buffalo, and boarded steamers for the Great Lakes region and "God's country" beyond. Out there, they heard, land sold for \$1.25 an acre, "corn grew 15 feet tall, and more peaches and apples rotted on the ground than would sink the British fleet." The Erie's magnetism all but emptied entire New England hill towns. "America Fever" spread overseas and swarms of immigrants joined the exodus. "Those who reside upon the Erie Canal," a bemused Lockport editor wrote, "must have thought that Europe was moving to this country, or at least the German states." Some 50,000 settlers were making the trip annually by 1830. "Probably no other single achievement in transportation had such decisive effects upon American history," says historian Don Fehrenbacher.

Horsedrawn packet boats traveled day and night. By changing animals every 12 miles or so they made it from Schenectady (where most passengers boarded) to Buffalo in four to six days, averaging 80 to 100 miles daily. The fare was four cents a mile with meals, three cents without. Immigrants riding freight boats paid only a penny a mile and furnished their own food. At first they streaked along

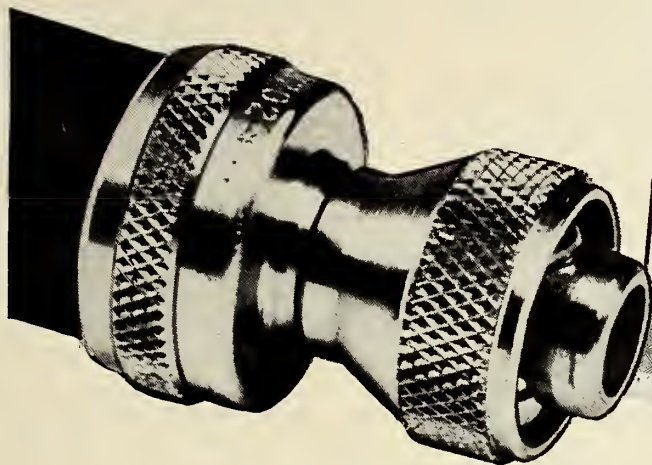
Some companies wedged in as many as 150 sleepers per haul, "packed away like dead pigs in a Cincinnati porkhouse." Ventilation was nonexistent and "all night long there was a perfect storm of snoring and a tempest of spitting," one man said. Worse yet, sometimes a hammock broke. "A stout heavy man was too much for the well-worn canvas above me," an unfortunate lower-bunker recalled. "It gave way under the weightiest part of his form, which descended till it found support on my chest. Only the thrust of my cravat breastpin pressed with a firm hand in the mass above gave me the opportunity of making my escape."

Life was easier during the day. Men frequently dealt poker or strummed guitars to while away the time and "ladies danced on the deck." That is, until the bowsman yelled "Low bridge! Everybody down!" People might complain about the overcrowded boats and poor food, but it beat losing a wagon in a mudhole on the long haul over the rutted Appalachians or getting the "road pukes" from swaying in a stagecoach rumbling along narrow trails.

It took a crew of 25,000 men and boys to run the Erie once she hit her

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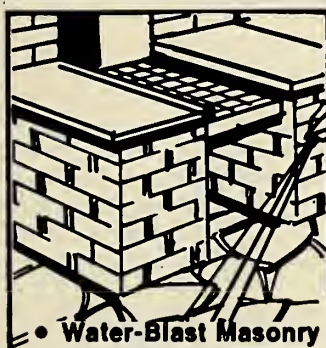
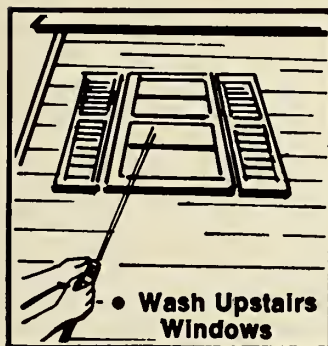
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The Erie Canal

stride. There were steersmen and captains and lock-keepers. Towpath walkers patrolled ten-mile stretches of the canal daily looking for leaks and washouts. Countless teamsters rode two six-hour shifts a day, guiding six horses or mules pulling at a dead gallop on a boat's 90-foot tow-rope. One such lad was James Garfield, later President of the United States. Another was Michael Moran who, in the best Horatio Alger tradition, saved enough from his 50¢ a day wage to become captain of his own boat. By 1860, he owned a whole fleet and founded the Moran Towing Co. Today, the firm's tugs still dominate New York harbor—each decorated with a big block "M" on its stack.

Canal mania swept the country like wildfire as envious states watched the Erie's success. Between 1825 and 1850, some 4,500 miles of canal were dug at a cost of \$210 million. The Pennsylvania Canal connected Philadelphia to Pittsburgh. The Ohio and Erie Canal linked Cleveland with Portsmouth, and the Miami and Erie Canal joined Cincinnati to Toledo. The Delaware and Raritan Canal crossed New Jersey to provide an inland water route between Philadelphia and New York City. The Chesapeake and Ohio from tidewater to the Ohio River never reached its goal. Virginians gave up the ghost when they faced the reality of the towering Alleghenies—after spending \$14 million and 32 years to span 184 miles up to Cumberland, Md. Hoosiers built the Wabash and Erie Canal from Evansville to Toledo, at 458 miles the longest canal ever dug in the United States. The Illinois and Michigan Canal tied Chicago with LaSalle on the upper Mississippi. Many of these thrived for a while, but few ever paid back their cost. The Canal Era, like the clipper ship, was doomed from the day it began.

THE FIRST RAILROAD in America—a 13-mile stretch of track in Maryland—barely made the back pages of newspapers in 1830. By 1850, locomotives chugged over a 9,021-mile network of tracks that crisscrossed the country east of the Mississippi. A freight shipment from Cincinnati to New York by train now took six days; by canals, it took 18.

One traveling man from Auburn, N.Y., never forgot his sleepless nights on the Erie Canal. He revised the sleeping accommodations and patented the result. His name was George Pullman and his invention was the Pullman sleeping car.

But the railroads didn't entirely kill the canals, for where speed was no object flotation remained practical for bulk cargoes, such as grain. The Erie, if we include its successor (the New York State Barge Canal), is among the survivors. In 1918, New York spent \$155 million on its Barge

Canal System. A hundred and one years after the original authorization, most of the Erie was abandoned for brand new routing that made more use of rivers and lakes, and a main canal 150 feet wide was built. Some of the old aqueducts still remain in crumbling form, as does some of the abandoned ditch, now overgrown and weed-choked. Yet from Rochester west, the route is still the Erie's. Remodeled and twice widened, the cut through the Niagara Escarpment is still used. Lockport's five locks are now two.

The Barge Canal includes a network of many other routes lacing New York State. Some of the heaviest freight traffic now travels a north-south route connecting Albany with ports on Lake Champlain, chiefly Plattsburg, N.Y., and Burlington, Vt.

Pleasure boats can continue north through smaller waterways to the St. Lawrence.

Long after WW2, the Barge Canal still carried most of the grain from the West to New York City, but today it carries none. The St. Lawrence Seaway now permits ocean vessels to go all the way to Duluth, via Canada's Welland Canal around the Niagara Escarpment. Even so, the Barge Canal system carried 2½ million tons of freight last year, and, remarkably, perhaps more passengers than when the water route West was opened. This is chiefly local recreational traffic, mainly in the Finger Lakes area of central New York. In 1973, there were about 100,000 passages of passenger-carrying craft in the whole system, or nearly 300 a day. But of horses, there were none. **END**

CONTINUED FROM PAGE 7

How Far Should We Go With Nuclear Power?

500 of them in 26 years, with enormous amounts of plutonium in being and some 600 shipments of it a week back and forth between reactors and fuel refining plants. I do not belong to the school that says these problems absolutely cannot be solved. But they certainly make the more serious consideration of simpler alternatives a subject not to be pushed under the rug.

Breeders pose a unique problem, jokingly called the "China syndrome." They use hot, contaminated liquid sodium in a closed system as a coolant and heat transfer agent, since breeders operate at temperatures too high to use water. In a meltdown, as happened by accident in the Detroit breeder-generator in 1966, there is

the possibility that the radioactive and violently chemically active sodium could break loose, flow into a puddle and sink right through the floor of the plant into the earth. Nobody really thinks it would go all the way through the earth to China, but just how far it would go and what it would do (to ground water, for example) is pretty much an unknown. A test project to find out has been interminably delayed for one reason and another.

The constant rise in the estimated cost of breeder development is chilling. It more than doubled since 1972, when the estimate was \$2.5 billion. Some 350 power companies contributed \$250 million of their own money to the project, but they had to "be



"I told you distinctly . . . red wine with mulligan stew!"

THE AMERICAN LEGION MAGAZINE.



"Kelsey's gang is hitting the supermarket the same day we're hitting the bank. You wanna get up a carpool to save gas?"

THE AMERICAN LEGION MAGAZINE.

dragged kicking and screaming into the program," according to N. B. McLeod, a v.p. of NUS Corp., a utility consulting firm in Rockville, Md. Their fear: breeder power will cost too much.

Breeders are not worth the investment unless their fuel economy is vital to us. On two premises it has long seemed to be vital. The first premise is that we must and will eventually rely for most of our power on nuclear sources. Of course, if we can do as well on free, clean solar energy, the long-term need for any nuclear power plants is nonexistent. At most we need more conventional light-water nuclear power plants to see us through the difficult next ten or 15 years. After that, those we have now and those we might build immediately would be useful for their normal life span, during which our proposed solar energy system could be brought up to the maximum needed capacity. The fuel economy of the breeders is not needed at all if we can start kicking the uranium habit in favor of a sunshine diet well before the year 2000.

The second premise is that the uranium supply is so short that a large and permanent atomic power system would seriously reduce the available uranium by the year 2000 unless breeders were brought in with their 35-fold fuel economy.

But this shortage of uranium does not now appear to be real. According to a recent report by the House Interior Committee, "It is not unlikely that the true reserves of high-grade uranium ore are many times as abundant as the AEC estimates."

The AEC, notes energy consultant Thomas B. Cochran, is like the oil

companies in holding its estimates of available ore to what may be expected from known and worked ore fields. It counts on 273,000 tons of "proven" recoverable ore reserves and another 450,000 tons "probably" recoverable. This would be a short supply, indeed. But nothing is counted on from unexplored ore fields, nor from fields where the extraction cost might run twice as high as the present \$8 a ton.

Ore at \$15 a ton is entirely practical. It would raise the price of a kilowatt hour of electricity a half cent. Business Week Magazine notes

that an additional 1.6 million tons should be available from known sources if we allow \$15 a ton. Meanwhile, there are enough unexplored geological formations in the United States that ought to contain uranium to allow for 16 million additional tons of ore at extraction cost of up to \$15 a ton.

Such a supply would let us run a nationwide network of light-water reactors well past the year 2100, and we could probably double the safe time lead by switching to heavy-water reactors. They get about twice as much electricity per pound of

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Nuclear Power

uranium as our light-water reactors. No basic development of heavy-water reactors is needed though they could probably be improved. Canada is operating some of them and Canadians express enormous satisfaction with them.

EVEN IF we stay with atomic power, there would be no need at all to rush into a breeder program in this generation if a more exact appraisal of uranium supplies affirms a 16-million-ton reserve.

Plainly, enough questions haven't been answered to justify our present commitment to breeders, considering the questionable need for them, doubts about their ultimate value and safety, and the enormous cost to which the program commits us. The breeder program could be closed down today while we take second thoughts and get all the answers. It could be reopened years hence if it should (unbelievably) be true that we have no better alternatives.

Nobody actually knows the whole cost of the breeder program. The \$5.1 billion, which may keep growing, is only to get the first practical plant firmed up—if it can be. What will the 500 power plants cost within the next 26 years? It is hard to believe that each one will not cost at least \$500 million, almost certainly much more. If it is \$500 million, their total cost will be \$250 billion. I have never seen an estimate of what \$250 billion would buy in solar power. Clean solar power. Inexhaustible solar power. I don't have the answer, but I am willing to believe until someone proves otherwise that much less money could power the whole country on solar energy and that we have the time to put a couple of billion into it to prove it.

WE ARE investing hundreds of millions in a form of atomic power which doesn't really belong in a discussion of our energy problems in the "foreseeable future." This is the slow hydrogen reaction, called "controlled fusion" and best understood as a slow hydrogen bomb.

It might, and might not, be a magnificent source of boundless energy if it ever becomes possible to control it. But no matter what you hear, there is no assurance today that man will ever be able to control the hydrogen fusion reaction (which gives off heat when hydrogen is converted to helium). It needs enormous heat to set it off, and the only success we have had is to explode hydrogen

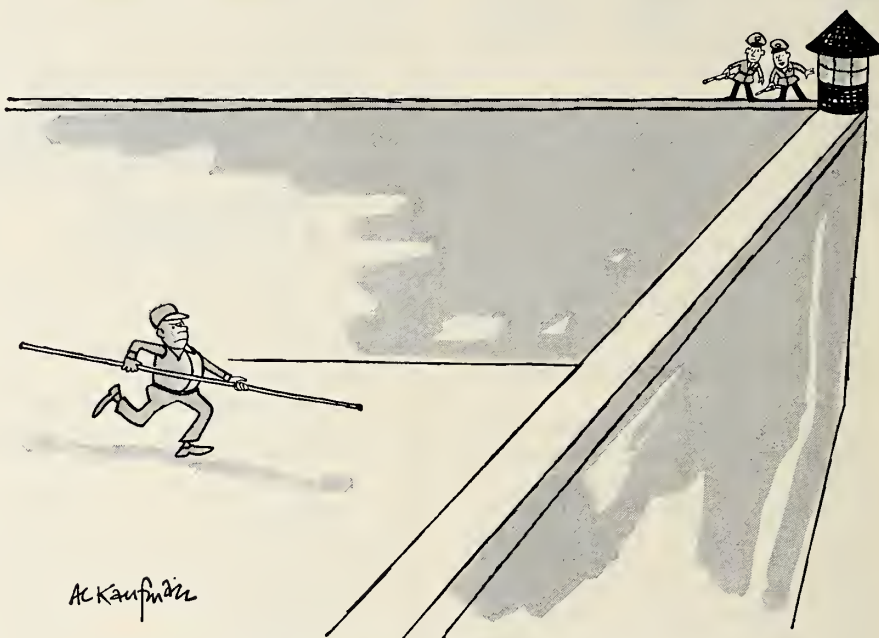
bombs in one big blast, triggering them with "ordinary" nuclear bombs.

No champions of solar power have yet had the guts to discuss what they could do for us with tens of billions of dollars. But somebody ought to before we spend more on something less satisfactory.

Let's make no mistake. The daily input of energy from the sun is there for the taking. More than we can ever use. The Eggers Panel reported that the sunshine falling on 4% of the U.S. continental land area could

completely dismissed windmills with the following statement: "To supply the U.S. electric needs by wind power would require windmills 100 meters high spaced a few kilometers apart all over the country."

It would seem that this statement makes more sense if it is reversed. If we can actually get all of our electricity that simply, why not do it? What is there about the enormously expensive, complex and roundabout approaches to electric power—based on atomic energy and coal, with their



"If he makes it, I think he deserves it. That wall is two feet higher than the world pole vault record."

THE AMERICAN LEGION MAGAZINE.

provide our current total national energy needs if tapped at 5% efficiency. Maybe we can't cover 4% with solar collectors. On the other hand, maybe we can tap less of it with more efficiency.

A conceivable, extensive windmill system in the United States and Alaska could generate about as much electricity as we used in 1973.

The availability of energy by tapping the surface heat in warm oceans that would otherwise radiate back into space is, said the Eggers Panel, "virtually unlimited." In fact, as noted in this magazine last January, the Gulf Stream off Florida *could* be tapped by Claude-type generators for something like 80 to 90 times the energy we are apt to use in 1980.

These, and other forms of energy from the daily action of the sun on the earth are often brushed aside in the most offhand and illogical manner. In his otherwise excellent article on energy policy in the January Scientific American, Prof. David Rose

pollution and the eventual exhaustion of their fuels—that makes them "logical," if we can get all the power we need from the eternal winds?

And should we completely dismiss windmills on the basis of *any* objection to our getting *all* of our power from the wind? What is the objection to getting 25% or 10% of our power from the wind? Even 10% is twice what we are getting from nuclear power plants today.

This is the kind of reasoning we hear on all sides against solar power. The collection of direct sunshine is objected to on the same basis. "We'd have to cover too much land in order to get all of our power from it, so forget it." There is no need to get *all* of our power from direct sunshine in order to put the whole nation on solar energy. We can get an enormous amount from sunny land that is readily available. We can heat and cool buildings all over the country from the energy in local sunshine. No one form of solar energy is an all-

or-nothing proposition, any more than coal or oil or gas or atomic power are all-or-nothing choices.

The Eggers Panel considered six different forms of solar energy, for five of which the basic technology is already at hand. The modest \$1 billion that it suggested be spent was to develop all six of them to the point where they could go commercial. It did not even suggest that we get *all* of our power from all six, though it's likely that we could for a smaller investment than we are heading into to develop more nuclear power and coal.

CONGRESS ought to convene a committee of solar power experts and tell it to stop talking peanuts and instead advise the government on the possibilities of solar power in the next 25 years based on expenditures of \$10 billion, \$25 billion, \$50 billion, \$100 billion, \$250 billion. This is the kind of money already being considered not only for atomic power development, but for crash programs in coal and oil.

The solar energy bill (S3234) introduced by Senator Humphrey on March 26 is a positive step—though it is much more modest. By early April it was co-sponsored by at least 13 other Senators of both parties, ranging from quite liberal to quite conservative. Supporting Democrats by then included Jackson (Wash.), Metcalf (Mont.), Bible (Nev.), Church (Idaho), Haskell (Colo.), Nelson (Wis.), Johnston (La.) and McGee (Wyo.). The Republican sponsors included Hatfield (Ore.), Cook (Ky.), Fannin (Ariz.), Brock (Tenn.), and Packwood (Ore.). To this writer's knowledge, Senators Gravel (Alaska) and Abourezk (S.D.) are among others who support the rapid development of solar power, and the list seems to be growing steadily.

The Humphrey bill, in addition to creating an agency to get development of solar energy going (which would use the scientific brains in a host of existing government agencies as well), would provide \$600 million for solar energy development over the next five years. This is three times what the AEC recommended to the President for solar power (\$200 million) and considerably more than what the always conservative Federal Office of Management and Budget recommended (\$350 million). It is quite a bit less, however, than the accelerated program urged by the Eggers Panel (\$1 billion plus).

The trouble is that conservative support is hard to come by if a figure much larger than that recommended in the Humphrey bill is proposed. Perhaps it should be made clear to

conservative spenders (who certainly have a point regarding federal spending in general) that by all indications, larger expenditure on developing solar energy could well save us a fortune, now and forever. By at least postponing the breeder program, a massive solar energy program could get under way for far less money, and it would probably obviate the need for a breeder-reactor national power program for all time.

The hard fact is that several billion spent as fast as is feasible on solar energy would probably provide the most conservative approach we could make to procure all our future energy needs.

The leading champion of solar power in the House of Representatives is Rep. Mike McCormack, of Washington. This seems odd to some, as he is also a staunch champion of nuclear power. Be that as it may, he has recently shepherded through the House the first solar energy bill ever to pass either chamber of the Congress. It is a bill to get going on one of the six forms of solar energy covered by the Eggers Panel—the heating and cooling of buildings using the energy from local sunshine. The Senate had not acted on the McCormack bill at this writing.



"We get a refund of \$384. I guess that's honest enough."

THE AMERICAN LEGION MAGAZINE.

According to the Eggers Panel, a quarter of all of our energy is presently used to heat and cool buildings, while existing solar energy technology could be refined to supply from a third to half of that. The panel of scientists believed that \$204 million

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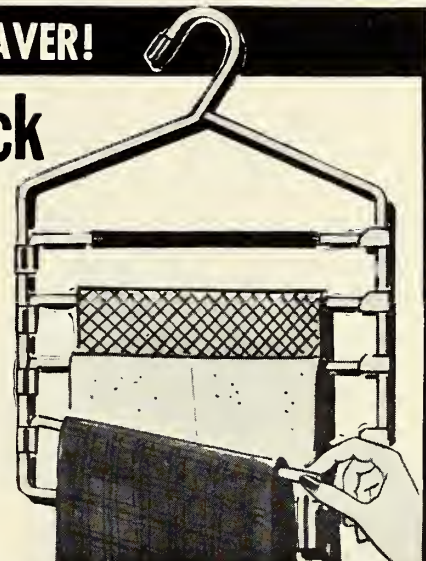
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CONTINUED

Nuclear Power

spent over four years could put us in a position, by 1979, to start the commercial climatizing of buildings, using the energy from sunshine. This would provide great "benefits in fuel saving, reduced pollution, and independence from complex energy transmission and distribution systems."

If brownouts and voltage reduction cut your air conditioning this summer, remember that.

Finally, Congress should create an impartial U.S. Department of Energy pronto—an authority that would report the unbiased facts on such matters as the uranium supply, that would in general advise the government on energy without prejudice or favor for any one form.

Until we can get the unvarnished truth about energy in all its facets, we have no business embarking on such extremely costly, long-range programs as we are committed to in the nuclear field. Professor Rose put it this way in the Scientific American.

"The getting and finding and distributing of fuels accounts directly for about 10% of the nation's economic activity. . . . That is almost equal to all of agriculture, food processing and food distribution, activities long recognized as requiring . . . their own department in the federal government. It might therefore seem that the development of a rational, long-range energy policy would be the first order of any nation's business. That the U.S. never had such a policy and is still without one can only be regarded as a major social failure."

END

Below are listed the members of the Eggers Panel who reported to the President on the feasibility of solar power as a major national source of energy:

Alfred J. Eggers, Jr., Chairman, Assistant Director for Research Application, National Science Foundation, Washington, D.C.

Jim D. Andrews, Energy Programs Coordinator, Naval Weapons Center, China Lake, California.

Donald A. Beattie, Deputy Director—Advanced Energy Research and Technology Division, National Science Foundation, Washington, D.C.

Walter Carleton and William A. Raney, both of the National Program Staff, Agriculture Research Services, Agricultural Research Center, U. S. Department of Agriculture, Beltsville, Maryland.

James Johnson, Air Technology Branch, Environmental Protection Agency, Washington, D. C.

James Rannels, Division of Applied Technology, U.S. Atomic Energy Commission, Washington, D.C.

Ronald L. Thomas, Solar Systems Section, NASA Lewis Research Center, Cleveland, Ohio.

William H. Woodward, Director, Space Power & Prop. Division, Office of Aeronautics & Space Technology, National Aeronautics & Space Administration, Washington, D.C.

Robert Woods, Executive Secretary, Division of Physical Research, U.S. Atomic Energy Commission, Washington, D.C.



"Go find a job! You call that a meaningful dialogue?"

THE AMERICAN LEGION MAGAZINE.

Miami Beach

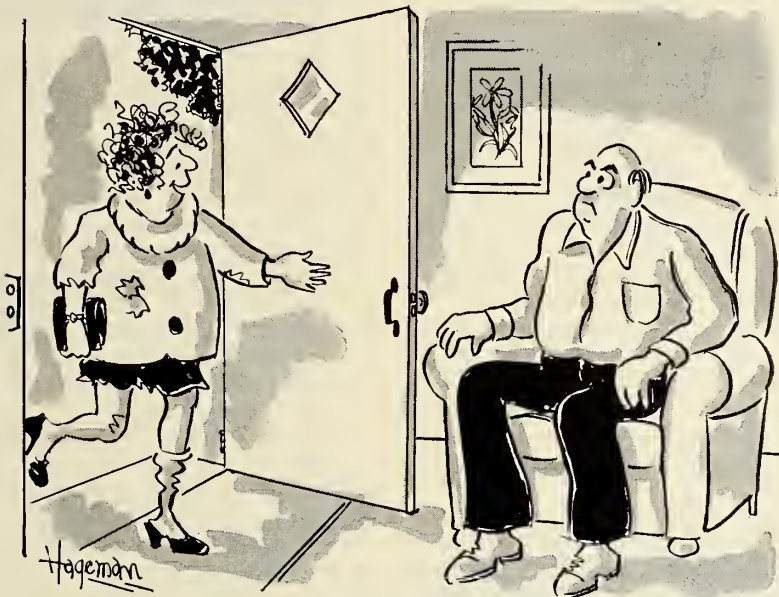
including handling charge. Money order or cashier's check, *only*, they say, payable to *Miami Dolphins*.

About food. There are just too many restaurants in Miami Beach to permit a rundown of them. Every hotel has one or more restaurants, while downtown Miami Beach (from about 19th St. south) is loaded with eateries. Many have very moderate food prices. Some very unpretentious places have Spanish food as good as you are apt to find.

Sorry to report that one of the best seafood restaurants in the world

seafood must be *very* good, or they wouldn't take the punishment. Alas, our mouths were watering for red snapper and pompano and Mike was out of both. What is seafood in Miami without red snapper or pompano? I forget what we had. Our hearts weren't in it. In 1963, a gang of 35 of us went to the Lighthouse. Every blessed soul ordered red snapper or pompano and they are still smacking their lips over the memory.

There is some danger that with all day Monday off, the little lady will want to go shopping. Sandwiched between 16th and 17th Streets is Lincoln Road. About eight blocks of it have been closed to vehicles and turned



"If anything had to happen to the car, at least we can be thankful that it was during the gas shortage!"

THE AMERICAN LEGION MAGAZINE.

burned down since the Legion last met in Miami Beach, and has not been rebuilt. That was the Lighthouse, which was just over a bridge on the next island north, going up Collins Ave.

A friend recommended Mike Gordon's, on the 79th St. Causeway, as an excellent seafood place. That's 79th St, *Miami*. The Miami Beach end is at 71st St. Though Mike Gordon's won't take reservations, we went. Myself and three friends. Mike's is on the right, driving out from Miami Beach—pretty much in the middle of Biscayne Bay.

When we got there we saw why Mike doesn't take reservations. Very early in the evening the waiting line was enormous. I think we waited an hour, and when we left the line coming in was as big as when we arrived.

The crowds had to attest that the

into a pedestrian shopping mall. I walked the length of it and counted 155 different establishments at street level, mostly stores. You name it and they sell it. Jewels, seashells, stamps and coins, antiques, art, ladies garments, menswear, shoes, furs, real estate, tropical fish, stocks and bonds, blueprints, film, cameras, beads, travel, bank loans . . . etc., etc., etc.

There was also an historic church and a couple of theaters.

There are more shops, of course, in most of the hotels, many quite fancy, as well as the usual stores throughout the downtown business district.

And at the other end of the island, just across from the Americana Hotel at Collins Ave. and 97th Street (ten blocks out of Miami Beach in Bal Harbor), is a swanky shopping center. You even pay to park there and it is enclosed by a wall. It is full of exclu-

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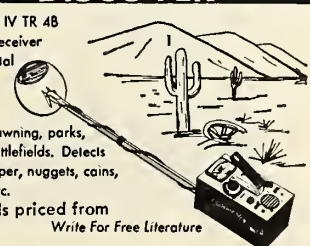


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CUTTING CAR INSURANCE COSTS. SAFEGUARDS AGAINST CRIME. BEWARE OF \$-MAKING SCHEMES.

Don't get up your hopes that lower speed limits and higher priced gasoline will bring auto insurance rates down. The insurance companies argue that 1) it isn't speed that matters so much in their calculations as total mileage, and 2) while accidents could decline some, this will be offset by the higher costs of repairs and medical bills.

You might save some premium money, though, by checking with your insurer if he will **give you a rate reduction for car-pooling**. Here's how many insurance companies now cut rates on car pools:

- If your car is in a pool not more than two days a week and the distance to work is less than ten miles each way, the rate will drop one notch to the "pleasure" rate.

- Similarly, if your car is in a pool not more than two days a week, and the distance to the job is over ten miles each way, the rate will be reduced to the next lower category in the over ten-mile class.

Of course, to get the benefit of any reductions, you will have to take the initiative and **notify your insurance company**.

★ ★ ★

In these days of high crime, most everybody knows the basic, common-sense rules for protecting persons and property. But now the Washington Insurance Council (Seattle) has added some refinements in a "Citizen's Survival Kit" that may not readily occur to you. Among them:

- **Guarding property against burglars:** Remove shrubbery and other obstacles that might serve as hiding places; record serial number and date of purchase of such valuables as cameras, stereo sets, sewing machines, etc.; mark valuables with your driver's license (not your name); when away from home, do not draw the drapes or blinds—have a relative or close friend change their position from time to time; be sure the doors in your home don't have outside hinge pins.

- **Robbery and Assault:** Don't admit strangers seeking assistance—instead volunteer to call police or friends for them; if you transport valuables, carry them on your person, not in a purse or briefcase; use a handbag, not a purse with straps at night (it's easier to let go—and save your arm—if a snatcher grabs for it); avoid being trapped by robbers at stop signs by staying a car's length behind the vehicle ahead of you; check the back seat of your car before entering; travel with a companion after dark; beware of resisting a dangerous weapon or obvious physical assault.

- **Automotive:** Don't keep identification or credit cards in your car; don't carry your license number on your key chain (if you lose the chain, your car may be lost, too); park only in well-lighted places; if you leave your car at home during a long vacation, remove the rotor (a garage mechanic will show you how).

★ ★ ★

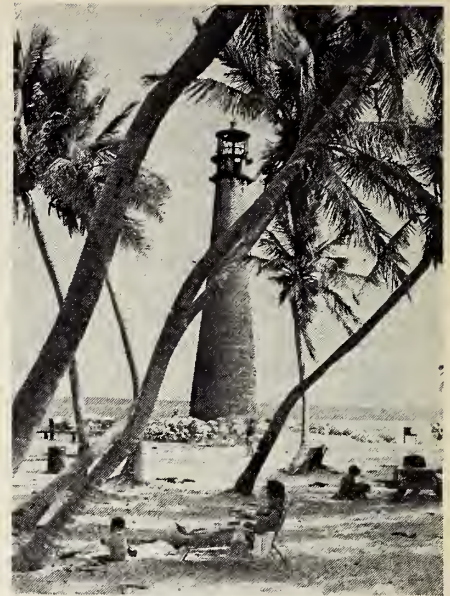
If you want to earn some extra money to supplement your regular wages or retirement income, be sure you don't get hooked on dubious, or even fraudulent, schemes. Here are three that recur frequently:

- 1) **Jobs that don't pay a fixed salary**, but hold out hopes for "\$100 a week" or "\$5 an hour." Obviously such figures are blue sky in the absence of a steady payroll. Most likely what's involved is straight commission selling of shoddy or unknown products.

- 2) **Franchises that hold forth visions of fabulous riches.** Remember, franchise operations require long, hard hours, plus a capital outlay—often quite considerable—on your part.

- 3) **"Envelope stuffing" offers.** These sound like mailroom chores that you can do at home on a piecework basis. Usually they aren't. They're more apt to be chain-letter operations. The only stuffing you do is come-on-literature to your friends and relatives.

By Edgar A. Grunwald



The old Cape Florida Lighthouse in a seaside state park on Key Biscayne, the next island south of Miami Beach.

sive shops. Let's say that one of them is Neiman-Marcus and you take it from there.

As an afterthought, I might say that in case you make it to Disney World as an extension of your convention visit to Miami Beach, I envy you. My own first visit was during the Christmas season of 1972-73. There was still gasoline galore, and it was evident that every kid in the country had been driven out of the frozen north to Disney World as a Christmas present. We spent most of the day standing in line on our feet or sitting in line in our car. It *has* to be a better place to visit in August during a gas shortage, when crowds should be at a minimum. END.



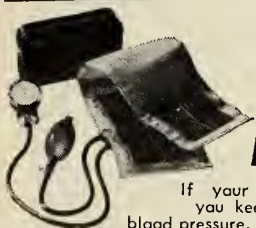
"I'd like to offer her one of those free gifts to close out her checking account!"

THE AMERICAN LEGION MAGAZINE

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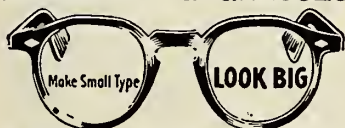
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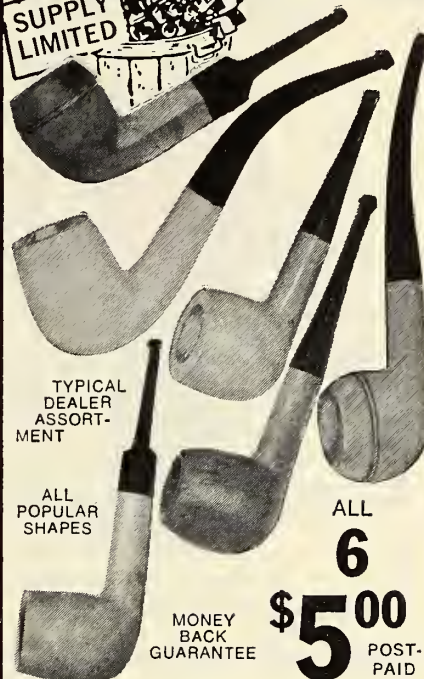
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PARTING SHOTS



"Fresh, my eye. I've just pulled off four different price tags."

THE AMERICAN LEGION MAGAZINE

START ALL OVER AGAIN

As the optometrist was writing the prescription for my new glasses, I amused myself by reading the last lines on the eye chart. Pointing to the chart, I said, "What does it mean if I can read those lines correctly from this distance?" He scowled at me and put down his pen. "It means you have just passed the test for the United States Air Force, and you don't need these glasses!"

SHIRLEY HOOPER

LEADING QUESTION

The young lady had finished her first driving lesson and her instructor complimented her, "I must say, you handled that car like a veteran."

"How," was the blushing response, "would you know how I handle a veteran . . . ?"

HAROLD HELFER

NO LOVE STUFF . . .

Four little boys were trying to decide which movie to attend one Saturday afternoon. Jim was holding out for a certain Western, but his three buddies would have none of it.

"It's got a lot of kissing scenes," they complained.

"That's okay," said Jim. "When the kissing starts, we can just close our eyes and pretend he's choking her."

LUCILLE J. GOODYEAR

ONE MORE TIME

A collection was being taken for the going-away present for the domineering boss.

"Oh!" said one of the contributors. "Is he going away?"

"No," replied the collector, "but it's worth a try."

JOSEPH C. SALAK

MOWER POWER TO YOU!

I detest the raffish barking and the jet-propulsion moan
Of the power-mower ravishing the land;
I miss the rustic snicker and the gentle, gasping groan
Of the one I used to push around by hand.
I miss its sturdy honesty, its unremitting strength
And its staunch determination to surpass.
I miss its squeaky blades that clanked the same at any length.
(But I also used to miss a lot of grass.)

LEONARD A. PARIS

MORE TRUTH THAN POETRY

Home is where a man goes when he's tired of being nice to people.

LUCILLE S. HARPER

DEAL THE CARDS

Sometimes it works,
And sometimes it doesn't,
I called his bluff
And found out it wasn't.

MAURICE SEITTER

HOW COME?

It's strange that so many smart people work for such ignorant bosses.

GENE YASENAK

GOOD TO HAVE 'ROUND

Though, often, things useless are known as fifth wheels,
According to Webster, I herewith
Inquire, if we lacked them in automobiles,
Then what in the heck would we steer with?

S. S. BIDDLE



"I've financed your way through college, your master's degree, your doctorate and research projects. Isn't it time you dropped out?"

THE AMERICAN LEGION MAGAZINE

America's whiskey and how to enjoy it.



It's an old sailor's rule.

Before you feel the wind in your face, you have to get some paint in your hair.

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